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AGENDAS/MINUTES OF THE  
TRANSPORT AND ENVIRONMENT  
COMMITTEE







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## THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 November 15

### NOTICE OF MEETING

#### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 November 20  
2:00 o'clock p.m.  
Room 233, City Hall

Robert C. Prowse, Secretary  
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

### A G E N D A:

1. Minutes of the Monday, October 23, 1989 and Monday, November 06, 1989 meetings of the Transport and Environment Committee

### DIRECTOR OF PUBLIC WORKS

2. Balancing of Administration Accounts
3. Sidewalk Snow Clearing Policy
4. Litter Container Service
5. Public Works Department Streets and Sanitation Division 1990-1994 Capital Budget
6. Public Works Department Fleet Services Division 1990-1994 Capital Budget
7. Recycling Concrete





#### DIRECTOR OF PROPERTY

8. Conveyance of Berm Easements to the Region Mountain East-West Transportation Corridor

#### CITY SOLICITOR

9. Expropriation of Part of Lot 1 and Lot 2, Registered Plan 909 Properties known Municipally as parts of 564 and 570 Stone Church Road East

#### COMMISSIONER OF ENGINEERING

10. Temporary Change of Depew Street between Burlington Street and Gertrude Street from Two-way to One-way South on Sunday, December 17, 1989
11. Inadvertent Encroachment Agreements
12. Supply and Installation of a Catch Basin in the Public Unassumed Alley to the rear of 25 Mountain Avenue Increase in Construction Cost
13. Plan of Subdivision for "Kingsberry Gardens - Phase 4", Hamilton located west of Upper Kenilworth and north of Limeridge Road East in the Lisgar Neighbourhood

#### DIRECTOR OF TRAFFIC SERVICES

14. Intersection of Cumberland, Sanford and Rutherford Avenues - Review of Traffic Conditions
15. Lawrence Road opposite Bettina Avenue - Request for a School Traffic Officer
16. West side of Kingsley Drive, south of Broker Drive, extension of School Bus Loading Zone
17. No. 19 Harrison Avenue - request for reserved permit parking space for a handicapped resident
18. No. 454 Dundurn Street South - Application for Residential Boulevard Parking
19. Discharge of Residential Boulevard Parking Agreement
  - (a) No. 31 Cumberland Avenue
  - (b) No. 206 Campbell Avenue
  - (c) No. 35 Frederick Avenue



# CHAPTER 1

The first chapter of the book is devoted to the study of the properties of the function  $f(x)$  defined by the equation

## 1.1. DEFINITION

Let  $f(x)$  be a function defined on the interval  $[a, b]$ . We say that  $f(x)$  is continuous at the point  $x_0$  if

## 1.2. THEOREM

If  $f(x)$  is continuous at the point  $x_0$  and  $\lim_{x \rightarrow x_0} g(x) = A$ , then

$$\lim_{x \rightarrow x_0} f(g(x)) = f(A)$$

Proof. Let  $\epsilon > 0$  be given. Since  $f(x)$  is continuous at  $A$ , there exists  $\delta > 0$  such that

whenever  $|x - A| < \delta$ , we have  $|f(x) - f(A)| < \epsilon$ . Now, since  $\lim_{x \rightarrow x_0} g(x) = A$ , there exists  $\eta > 0$  such that

## 1.3. COROLLARY

If  $f(x)$  is continuous at the point  $x_0$  and  $\lim_{x \rightarrow x_0} g(x) = x_0$ , then

Proof. This follows immediately from Theorem 1.2, since  $\lim_{x \rightarrow x_0} g(x) = x_0$ .

Example. Let  $f(x) = \sin x$  and  $g(x) = x^2$ . Then  $\lim_{x \rightarrow 0} g(x) = 0$  and  $\sin 0 = 0$ . Hence

Proof. Since  $\lim_{x \rightarrow 0} x^2 = 0$  and  $\sin 0 = 0$ , by Corollary 1.3 we have

Example. Let  $f(x) = \cos x$  and  $g(x) = x^2$ . Then  $\lim_{x \rightarrow 0} g(x) = 0$  and  $\cos 0 = 1$ . Hence

## 1.4. DEFINITION

Let  $f(x)$  be a function defined on the interval  $[a, b]$ . We say that  $f(x)$  is continuous on the interval  $[a, b]$  if

1.  $f(x)$  is continuous at every point  $x_0$  in  $[a, b]$ .

2.  $f(a)$  and  $f(b)$  are finite.



20. **Application for a Time Limit Exemption Permit**

- (a) No. 102 West Avenue South
- (b) No. 455 King William Street
- (c) No. 8 1/2 Ottawa Street North

21. **Corner Clearance**

- (a) East side of Palmer Road, north of Reno Avenue
- (b) Intersection of McElroy Road East and Upper Wellington Street

22. **Parking Regulations**

- (a) Queen Victoria Drive between Loconder Drive and Queensbury Drive
- (b) South side of Kingsway Drive, east of John Street South
- (c) South side of Roxborough Avenue, west of Glendale Avenue
- (d) Robinson Street between Hess Street and Caroline Street
- (e) Guildwood Drive between Gilcrest Street and Greencedar Drive
- (f) Shaw Street between Wentworth Street North and Cheever Street
- (g) Glen Forest Drive, east of Glencastle Drive
- (h) West 32nd Street between Sanatorium Road and Elmwood Avenue
- (i) Emerald Street South between Main Street East and Hunter Street East

23. **Intersection Control**

- (a) Intersection of Gurnett Drive and Omni Boulevard
- (b) Intersections of Greenguild Avenue and Caswell Drive/Francesca Court, and Greenguild Avenue and Gurnett Drive
- (c) Intersection of Markson Crescent and Landron Avenue
- (d) Intersection of Barlake Avenue and Violet Drive
- (e) Intersection of Main Street East and Reid Avenue







#### DELEGATIONS

24. Request for a School Traffic Officer at the Intersection of Upper Wellington Street and Southbend Road
25. (a) Proposed Alley Closure North/South Alley South of Fennell Avenue West at rear of 640 Upper James Street
- (b) Proposed Alley Closure: South of 372 Upper Wentworth Street East/West Alley from Upper Wentworth Street Westerly to the North/South Alley

#### BILLS

26. (a) By-law to close and sell the easterly portion of Brenda Street, east of Eleanor Avenue, shown as Parts 1 and 2, on Plan 62R-10213
- (b) By-law to close and retain a portion of Belview Avenue designated as Parts 3 on Plan 62R-10402 and Beck Street designated as Part 19 on Plan 62R-6147



THE UNIVERSITY OF CHICAGO

DEPARTMENT OF THE HISTORY OF ARTS

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OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
2.	Tree Policy re: sidewalk damage	Aug. 21/89	Mr. Pavelka	Report to follow
3.	Garbage Pickup at Restaurant, Fast Food Stores, and other Food-Handling Operations	Oct. 02/89	Ald. Hinkley	Tabled until further notice





Monday, 1989 October 23  
2:00 o'clock p.m.  
Room 233, City Hall

1.

**The Transport and Environment Committee met.**

**There were present:** Alderman H. Merling, Chairman  
Alderman D. Christopherson, Vice Chairman  
Mayor R. M. Morrow  
Alderman T. Cooke  
Alderman V. Agro  
Alderman D. Drury  
Alderman D. Agostino  
Alderman J. Smith  
Alderman D. Ross

**Also present:** Alderman B. Hinkley  
Alderman T. Murray  
Mr. L. Sage, Chief Administrative Officer  
Mr. J. Pavelka, Director of Public Works  
Mr. D. Lobo, Manager, Streets and Sanitation  
Mr. D. Heintz, Project Maintenance Manager, and  
Secretary Keep Hamilton Clean Citizens Committee  
Mr. M. Main, Director of Traffic Services  
Mr. H. Solomon, Manager of Operations  
Mr. S. Spencer, Commissioner of Engineering  
Mr. T. Bradley, Manager of Purchasing  
Mr. M. Watson, Manager of Real Estate Division  
Mrs. B. Price, Hamilton Safety Council Liaison  
Ms. Wilson, Hamilton Board of Education  
J. Thompson, Acting Secretary

The Minutes of the last regular meeting of the Transport and Environment Committee held Monday, 1989 October 02 were received and adopted as circulated to the Committee members.

The minutes of the Special meeting of the Transport and Environment Committee held Tuesday, 1989 October 10 were received and adopted as circulated to the members.

As outlined in a report of the Manager of Purchasing dated 1989 October 3, the Committee agreed to submit the following recommendation to City Council for approval.

That a purchase order be issued to Holland Chevrolet Oldsmobile Inc., Burlington, in the amount of \$15 136.20 for the purchase of One (1) Compact Pickup Truck, Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

**NOTE:** Lowest of four (4) tenders received. Funds provided in Automotive Equipment-Traffic outside Operations-General Activity Account No. CH58002 75120.

Purchase of One Compact  
Pice-up Truck Central  
Garage

Printing of Parking  
Infraction Notices  
Traffic Department

As outlined in a report of the Manager of Purchasing dated 1989 October 18, the Committee agreed to submit the following recommendation to City Council for approval:

That a purchase order be issued to R. L. Crain., Burlington, in the amount of \$16 392.31 plus 8% sales tax, for the printing of Parking Infraction Notices, Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of five (5) tenders received. Funds provided in Operating Supplies Account No. CH56103 75020.

B.A. Court Yard

The Committee had before it a report from the Director of Public Works dated 1989 October 10 recommending the Channelization on Rymal Road to allow access to the new B. A. Court Yard. Alderman Smith questioned whether or not the Channelizing of Rymal Road will effect the access to the parquet and Hamilton Cemetery on Rymal Road.

Mr. Pavelka explained that the proposed Channelization will not effect the access to the Cemetery and will facilitate access to the parquet.

Following discussion and as outlined in a report of the Director of Public Works dated 1989 October 10, the Committee agreed to submit the following recommendations to City Council for approval.

- (a) That the City of Hamilton and Regional Municipality of Hamilton-Wentworth equally share the \$100 000 cost of channelizing Rymal Road to allow safe and efficient access from the new B.A. Court Yard.
- (b) That the Co-ordinating Committee be requested to recommend the method of financing the City's share of this cost - estimated to be \$50 000.

Garbage Collection  
- Limeridge Road East

As outlined in a report of the Acting City Solicitor dated 1989 October 4, the Committee agreed to submit the following recommendation to City Council for approval:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Municipal Non-Profit (Hamilton) Housing Corporation for the Collection of garbage at 1150 Limeridge Road East.

NOTE: This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.



As outlined in a report of Mr. G. S. Spencer, Commissioner of Engineering dated 1989 October 12, the Committee agreed to submit the following recommendations to City Council for approval:

Inadvertent Encroachment  
Agreements

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- (c) That a first year fee and a subsequent annual fee as determined in Schedule "A" be set for this privilege.

The Committee was in receipt of a report from the Commissioner of Engineering dated 1989 October 16, recommending that the Application of Dofasco Inc. to place landscaping on the boulevard of Beach Road from Kenilworth Avenue easterly be approved.

Application of Dofasco  
Inc.

Alderman Christopherson addressed the Committee and explained that he has received a petition signed by the area residents expressing concern over the changes and relocation to the ramps and approaches on Beach Road. The area residents have requested that he intervene on their behalf to discuss their concerns with Dofasco before the plans are finalized. He explained that changes to the ramps and approaches could impact on the quality of life of the residents in the area. He recommended that the proposal be approved subject to the approval of the Ward Aldermen.

In order to give Alderman Christopherson and the area residents an opportunity to meet with representatives of Dofasco to discuss the concerns of the residents with a view to satisfying their needs and requirements and in order to avoid a delay in the project, the Committee approved that the execution of the documents to implement this agreement will be subject to Alderman Christopherson's approval.

It is understood that in the event Dofasco is unable to satisfy the needs and requirements of the area residents, this matter will be brought back to Committee.

Following discussion the Committee agreed to submit the following recommendations of the Commissioner of Engineering to City Council for approval:

That the application of Dofasco Inc., the present owner of the property to place landscaping consisting of earth berms and spruce trees on the boulevard of Beach Road from Kenilworth Avenue easterly be approved during the pleasure of Council provided:

- (a) That the owner enter into agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreement.
- (d) That approval be subject to agreement between the parties regarding site details.

51 Lynwood Road

The Committee was in receipt of a report of the Commissioner of Engineering dated 1989 August 14 by recommending the following:

- (a) That in the event the owners of 51 Lynwood Road do not remove the timber tile retaining role encroaching on the public walkway between Lynwood Road and Farmer Court or repair the retaining wall and enter into an encroachment agreement within thirty days upon receiving notice to do so, then the Director of Public Works be authorized and directed to remove the Encroachment from the public walkway.
- (b) That all costs associated with the work be recovered as taxes to the property.

Mrs. W. Chontos, 51 Lynwood Road appeared before the Committee and explained that the retaining wall is situated on City property and that it is in an advanced state of deterioration and disrepair.

Alderman Ross addressed the Committee and submitted that it is the City's responsibility to remove the retaining wall because it is located on City land. He explained that the previous owner or developer inadvertently encroached on the public walkway when the retaining wall was built. He stated that the cost to remove the existing wall and replace it with a stone wall to City standards would be \$3 000.

It was moved by Alderman Cooke seconded by Alderman Agostino that the recommendation of the Commissioner of Engineering be amended to provide that the existing retaining wall be removed and replaced and that the cost be shared by the City and abutting property owner on 50/50 basis. Motion lost.

It was subsequently moved by Alderman Ross seconded by Mayor Morrow and carried that the Director of Public Works be authorized and directed to remove the timber tile retaining wall encroaching on the public walkway between Lynwood Road and Farmer Court and replace it with a stone wall at an estimated cost of \$3 000 and that the Co-ordinating Committee be requested to recommend the method of financing.



As outlined in a report of the Commissioner of Engineering dated 1989 September 22, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That the Property Department be directed to acquire all lands required for the establishment of Fieldway Drive extension from Fieldway Drive to Millwood Place.
- (b) That A. J. Clarke and Associates be retained to provide a survey plan of all properties required.
- (c) That upon acquisition of the required lands, the City Solicitor's Department be directed to prepare a by-law for the establishment and laying out of Fieldway Drive as a public highway excepting a 1' reserve along both sides of the highway and for the establishment and laying out of a public walkway from Millwood Place to Fieldway Drive South.
- (d) That upon acquisition of the required lands, A. J. Clarke and Associates be retained to prepare construction drawings for the required municipal services and upon completion, the Commissioner of Engineering be authorized to construct the required municipal services.
- (e) That all costs for this project including land, consultant's fees, construction and overhead but excepting the costs of the public walkway be charged against the 1' reserves and recovered at the time of development of the abutting lands in accordance with standard subdivision policies. The cost of the walkway to be charged to the Hamilton Board of Education and the abutting lands in accordance with standard subdivision policies.

Fieldway Drive

As outlined in a report of the Commissioner of Engineering dated 1989 October 12, the Committee agreed to submit the following recommendation to City Council:

Assumption of Alley as  
a Condition of Approval  
(Robinson Funeral Home)

- (a) That the City Solicitor be directed to prepare a By-law to establish and open the alley located north of and adjacent to Wellington Park from Wellington Street easterly to the west limit of the first north-south alley.
- (b) That Trillium Funeral Service Corporation be permitted to construct at its expense concrete pavement and any necessary drainage works upon the alley to the satisfaction of the Commissioner of Engineering.
- (c) That this alley be operated one-way easterly.
- (d) That City Traffic By-law 89-72 be amended accordingly.

As outlined in a report of the Commissioner of Engineering dated 1989 October 12, the Committee approved that the following recommendation be submitted to City Council for ratification.

Temporary Street Closure  
for a Road Race Saturday,  
October 28, 1989

That the action taken by the Commissioner of Engineering in authorizing the Application of the Hamilton Harriers to temporarily close Jackson Street East between James Street South and Hughson Street South on Saturday, October 28, 1989 from 9:00 a.m. to 1:00 p.m. to hold a Road Race be approved subject to the following conditions:

- (a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department, on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the Region;
- (d) That the applicant provide proof of \$2 000 000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- (g) That all property owners and tenants along the closed portion of the route be notified of the road race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Railway Rehabilitation  
Programme

The Committee had before a report of the Commissioner of Engineering dated 1989 October 12 containing recommendation regarding the Railway Rehabilitation Programme.

In discussion the Committee directed the Commissioner of Engineering to report back with a list of all railway crossings to be repaired in the City of Hamilton in order of priority as well as the estimated cost for each undertaking for review by the Committee.

Following discussion the Committee agreed to submit the following recommendations of the Commissioner of Engineering as outlined in his report to City Council for approval:



- (a) That a purchase order be issued to Wooding-Railcar Limited in the amount of \$26 100 for the Kenora Avenue Railway Crossing Modules.
- (b) That a purchase order be issued to Epton Industries Limited in the amount of \$9 900 for the Nash Road rubber seals.
- (c) That a purchase order be issued to Public Works in the amount of \$12 000 for asphalt paving.
- (d) That the above expenditures be financed from the 1989 Specific Railway Maintenance Account No. 57409 52010.

As outlined in various reports of the Commissioner of Engineering, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Reserve "A", Registered Plan number 878 into Malton Drive.
- (b) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Parts 2,3,4 and 8, Plan 62R-9574 into Eaglewood Drive.
- (c) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Reserve "B", Registered Plan number 970 into Alderson Drive.
- (d) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Reserve "A", Registered Plan number 970 into Christopher Drive.
- (e) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 116, Plan 62M-528 into Rushdale Drive.
- (f) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 4, Plan 62R-10444 into Chester Avenue.
- (g) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 18, Plan 62M-382 into Charing Drive.
- (h) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 24, Plan 62M-409 into Benemar Court.
- (i) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 23, Plan 62M-409 into Rushdale Drive.

As outlined in a report of the Commissioner of Engineering dated 1989 October 12, the Committee agreed to submit the following recommendation to City Council for approval:

Roadway Rehabilitation  
Programme - Cont'd

To Incorporate Certain  
City Lands into:

Malton Drive

Eaglewood Drive

Alderson Drive

Christopher Drive

Rushdale Drive

Chester Avenue

Charing Drive

Benemar Court

Rushdale Drive

Subdivision Agreement  
- Cantelmi Court

- (a) That the submitted schedules for the estimated cost of services in "Cantelmi Court", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood. The total estimated cost of services for this development is \$50 937.99.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, 832200 Ontario Limited (Sol Frankiel - President)
- (c) That the approval of clause (b) above be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City Subdivision Agreement include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-law and Council policy.

Subdivision Agreement  
- Wentwal Estates

- As outlined in a report of the Commissioner of Engineering dated 1989 October 04, the Committee agreed to submit the following recommendation to City Council for approval:
  - (a) That the submitted schedules for the estimated cost of services in "Wentwal Estates", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner 822827 Ontario Inc. These lands are located west of Upper Wentworth Street and north of Rymal Road in the Barnstown Neighbourhood. The total estimated cost of services for this development is \$140 256.71.
  - (b) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement between the City of Hamilton and the owners, 822827 Ontario Inc.
  - (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
  - (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
  - (e) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Essling Avenue pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.



- (f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate the 0.3m reserve, Block 82 on Plan 62M-616 into the road allowance for Essling Avenue after the plan of subdivision for Wentwal Estates has been registered.

As outlined in a report of the Commissioner of Engineering dated 1989 October 12, the Committee agreed to submit the following recommendation to City Council for approval:

- (a) That the submitted schedules for the estimated cost of services in "Eleanor Heights Addition - Phase 1", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located on Eleanor Avenue and south of Limeridge Road in the Eleanor Neighbourhood. The total estimated cost of services for this development is \$70 250.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Steinnagel Construction Limited.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

As outlined in a report of the Commissioner of Engineering dated 1989 October 17, the Committee agreed to submit the following recommendation to City Council for approval:

- (a) That the concrete island median on Brampton Street be cut from a point approximately 220 feet west of Brighton Avenue westerly approximately 60 feet to provide access for left turning and crossing vehicles;
- (b) That the full cost of the median removal and roadway restoration be charged to Paling Incorporated.

Alderman Agro declared a possible conflict of interest in respect of this item.

The Committee was in receipt a report of the Director of Traffic Services dated 1989 October 16 containing the following recommendations:

- (a) That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershorne and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time; and

Subdivision Agreement  
- Eleanor Heights  
Addition - Phase 1

Median Island Cut -  
Brampton Street -  
Paling Incorporated

Stop signs on Greenhill  
Avenue

- (b) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law; and
- (c) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.

Alderman Cooke submitted that the proposed installation of additional stop signs on Greenhill Avenue would be a counter productive and could possibly create a safety problems.

In discussion it was moved by Alderman Agostino seconded by Alderman Drury that a stop sign be installed immediately at Summercrest Drive and that the remaining locations be studied in the Spring of 1990. A motion lost on a vote of 3 to 5. Following a consideration the Committee agreed to submit the following recommendation to City Council for approval:

- (a) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law;
- (b) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.

Alderman Agostino was recorded as opposed.

#### Sidewalk Reconstruction

East side of Upper Wellington Street, Inverness Avenue to Mountville Avenue - Sidewalk Reconstruction, the Committee was in receipt of an added report of the Commissioner of Engineering dated 1989 October 20, containing the following recommendations:

- (a) That the Commissioner of Engineering be authorized to reconstruct the remaining portions of sidewalks on the east side of Upper Wellington Street from Inverness Avenue to Mountville Avenue that are not reconstructed as part of the storm sewer reconstruction project, an estimated cost of \$8 000.
- (b) That the Co-ordinating Committee be requested to recommend the method of financing.

#### School Traffic Officer - Intersection of Limeridge Road and Rockingham Drive

As outlined in a report of the Director of Traffic Services dated 1989 October 10, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That, in accordance with the recommendation of the Regional Police Department, a school traffic officer be assigned to the intersection of Limeridge Road and Rockingham Drive during the morning and evening crossing periods only; and



- (b) That the Regional Police be directed to conduct a study at this intersection in September, 1990, in order to determine whether or not a school traffic officer should be assigned to this location for the lunch hour crossing period in the future.

As outlined in a report of the Director of Traffic Services dated 1989 October 16, the Committee approved:

That in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Kingfisher Drive and Titmouse Court.

As outlined in a report of the Director of Traffic Services dated 1989 September 22, the Committee approved that a school traffic officer not be assigned to the intersection of Queensdale Avenue East and Upper Wellington Street.

Intersection Controls:

- (a) San Remo Drive and Tivoli Drive
- (b) Ravenbury Drive and Rama Court
- (c) Loconder Drive and Queen Victoria Drive
- (d) Gailmont Drive and Orphir Road

As outlined in reports of the Director of Traffic Services dated 1989 October 4, 5, and 16, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That eastbound traffic on Tivoli Drive be required to stop for northbound and southbound traffic on San Remo Drive; and
- (b) That three-way stop control be implemented at the intersection of Ravenbury Drive and Rama Court; and
- (c) That three-way stop control be implemented at the intersection of Loconder Drive and Queen Victoria Drive; and
- (d) That four-way stop control be implemented at the intersection of Gailmont Drive and Orphir Road; and
- (e) That City Traffic By-law 89-72 be amended accordingly.

Parking Regulations:

As outlined in reports of the Director of Traffic Services dated 1989 September 26, October 02, October 05 and October 11, the Committee agreed to submit the following recommendation to City Council for approval:

School Traffic Officer  
- Intersection of Kingfisher Drive and Titmouse Court

School Traffic Officer  
not be assigned to  
the intersection of  
Queensdale Avenue East  
and Upper Wellington

Intersection Controls

Parking Regulations

- (a) That the existing "No Parking" Regulation on the north side of Mead Avenue commencing 412 feet east of Parkdale Avenue North and extending to a point 124 feet easterly therefrom, be shortened such that it commences at a point 412 feet east of Parkdale Avenue North and extends to a point 40 feet easterly therefrom; and
- (b) That the existing "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Wexford Avenue South between Monterey Avenue and Central Avenue be removed; and
- (c) That, in accordance with a general Traffic By-law provision, a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Wexford Avenue south between Monterey Avenue and Central Avenue; and
- (d) That parking prohibition on the south side of Monterey Avenue between Auburn Avenue and a point 50 feet westerly therefrom; and
- (e) That a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 34th Street between Bendamere Avenue and the southerly end of the Street; and
- (f) That City Traffic By-law 89-72 be amended accordingly.

The report of the Director of Traffic Services dated 1989 October 13 dealing with the implementation of parking regulations on both sides of Mahoney Avenue between Parkdale Avenue North and Adeline Avenue was tabled.

Extension of Existing  
Corner Clearance  
East side of Poplar  
Avenue

As outlined in a report of the Director of Traffic Services dated 1989 September 27, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That the existing stopping prohibition on the east side of Poplar Avenue between Concession Street a point 100 feet northerly therefrom be extended, such that the prohibition extends to a point 120 feet north of Concession Street; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Shortening of Existing  
Corner Clearance  
East side of Bond Street

As outlined in a report of the Director of Traffic Services dated 1989 October 13, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That the existing parking prohibition on the east side of Bond Street, between Main Street and a point 120 feet northerly therefrom be shortened, such that the prohibition extends to a point 62 feet north of Main Street; and
- (b) That a "Two Hour Parking Time Limit" regulation be implemented on the east side of Bond Street commencing 62 feet north of Main Street West and extending to a point 61 feet northerly therefrom; and



- (c) That City Traffic By-law 89-72 be amended accordingly.

As outlined in a report of the Director of Traffic Services dated 1989 September 29, October 06, 13, and 16, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That stopping be prohibited on the north side of Crockett Street between East 34th Street and a point 50 feet westerly therefrom; and
- (b) That stopping be prohibited on the south side of Crockett Street between East 34th Street and a point 51 feet easterly therefrom; and
- (c) That stopping be prohibited on the south side of Greencedar Drive between Greenguild Avenue and a point 100 feet westerly therefrom; and
- (d) That stopping be prohibited on the west side of San Remo Drive commencing at a point 118 feet south of San Francisco Avenue and extending to a point 83 feet southerly therefrom; and
- (e) That a parking prohibition be implemented on the south side of Mackenzie Drive from East 27th Street to a point 60 feet easterly therefrom; and
- (f) That City Traffic By-law 89-72 be amended accordingly.

As outlined in a report of the Director of Traffic Services dated 1989 October 10, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That the policy respecting the using of portions of road allowance for parking purposes adjacent to commercial, industrial and institutional land uses be amended to permit the leasing of city boulevards adjacent to multiple residential uses; and
- (b) That the annual fee for parking on city boulevards adjacent to multiple residential land uses be based on the existing rate for commercial, industrial and institutional uses, which is \$50 per parking space or part per year for the first two spaces; \$25 per parking space or part per year for each space over two and up to a total of 10 spaces; and that a fee be established by the Transport and Environment Committee for each application for more than 10 parking spaces.

As outlined in a report of the Director of Traffic Services dated 1989 October 06, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That the following entries be added to the snow route system:
  - Upper Kenilworth Avenue between Limeridge Road and the southerly end

Corner Clearances

Policy respecting the  
using of Road Allowance  
for Parking Purposes  
- Multiple Residential  
Uses

Review of Snow Route  
System

- Upper Gage Avenue between Rymal Road and the southerly end

- (b) That City Traffic By-law 89-72 be amended accordingly.

Extension of School  
Bus Loading Zone  
- South side of Bruce-  
dale Avenue East

As outlined in a report of the Director of Traffic Services dated 1989 October 11, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bruce-dale Avenue commencing at a point 77 feet west of East 5th Street and extending to a point 46 feet westerly, be extended such that the regulation commences at a point 77 feet west of East 5th Street and extends to a point 118 feet westerly therefrom; and

- (b) That City Traffic By-law 89-72 be amended accordingly.

Application for Boule-  
vard Parking - Love's  
York Properties Inc.

As outlined in a report of the Director of Traffic Services dated 1989 October 16, the Committee agreed to submit the following recommendations to City Council for approval:

That the application by Love's York Property Incorporated, to lease a portion of the boulevard of Hess Street North adjacent to the parking lot located on the south/east corner of York Boulevard and Hess Street North be approved provided that:

- (a) The applicant pays the annual fee in accordance with the fee structure approved by City Council on 1986 March 25 (recommended rate is \$700 for 26 spaces), plus taxes, if any, in addition to the \$10 annual encroachment insurance charge approved by the City Council on 1984 February 14, and the \$25 landscaping fee.
- (b) The owner pays a one-time \$25 registration fee, as approved by the City Council on 1986 January 14.
- (c) The owner pays a one-time \$150 processing fee as approved by the City Council on 1988 January 12.
- (d) The owner complies with the requirements as set out in the policy approved by City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- (e) The driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- (f) The owner executes an agreement, satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs damages, expenses and loss.

As outlined in a report of the Director of Traffic Services dated 1989 October 17, the Committee agreed to submit the following recommendations to City Council for approval:

- (a) That one position of Traffic Serviceman II (presently vacant) in the Traffic Department be declared redundant and that in its place an additional position of Traffic Service Foreman be created; and
- (b) That an additional position of Receiver, Shipper and Stock Clerk be created funded from a corresponding decrease in summer student hiring.

The Committee was in receipt of a report of the Secretary, Keep Hamilton Clean Committee dated 1989 September 19, containing the following recommendations:

- (a) That the Transport and Environment Committee endorse the concept of the addition of a Sanitation By-law Officer to the complement of the Public Works Department, and
- (b) That a Job Description be written by the Public Works Department and rated by the Human Resources staff, and
- (c) That the Director of Public Works be directed to include sufficient funds in the 1990 Current Budget for the Sanitation By-law Officer.

Considerable discussion ensued on the following issues:

- (a) Utilization of existing by-law enforcement officers to issue tickets for litter violations
- (b) Opportunities for taking action by entering upon a private property
- (c) Reporting procedure and mechanism
- (d) How the proposed sanitation by-law officer will actually solve the litter problem
- (e) The extent of the proposed by-law officers authority and responsibility.

Following considerable discussion the Committee directed Mr. Pavelka and Mr. Heintz to review this proposal further and report back to the Committee prior to Budget Review with the following:

- (a) A draft copy of the proposed job description to clarify the role, duties and responsibilities of the proposed sanitation by-law officer
- (b) Further details on the possibility obtaining enabling legislation for authority to issue tickets for litter infractions and the amount of time required to obtain such legislation

Traffic Department  
- Staff Adjustments

Sanitation By-law  
Officer - Public Works  
Department



- (c) Additional information on anticipated revenue to be derived from ticketing.

Alderman Merling declared a Conflict of Interest and refrained from discussing and voting on this matter. Alderman Christopherson assumed the chair.

The Committee had before a report of the Commissioner of Engineering dated 1989 August 29 containing the following recommendations:

- (b) That the Board of Education pay to the City an amount equal to the Local Improvement Act charges for the services in the said one half of DiCenzo Drive, which amount is:

Sidewalk and Curbs	112 m @ \$131	= \$14 672
Roadway	112 m @ \$221	= <u>\$24 752</u>
		TOTAL = \$39 424

- (b) That concurrently with item (a), the City pay DiCenzo Construction one half of the City service cost in the portion of DiCenzo Drive being part 6 of 62R-9868, which amount is \$31 609.
- (c) That the Co-ordinating Committee be requested to recommend the method of financing.

Mr. Paul Mazza, Solicitor and Mr. DiCenzo were in attendance to discuss the recommendation with the Committee.

Mr. Mazza referred to a report of the Commissioner of Engineering dated 1989 July 25 which also included the recommendation that the City pay the Board of Education the market value of the land for Part 6 being one-half of DiCenzo Drive in the amount of \$34 020.

Mr. Spencer explained that the report referred to by Mr. Mazza was actually an internal document containing a position being developed for presentation to the Transport and Environment Committee. The recommendations contained in the draft report of July 25 were reviewed and amended as a result of additional information which came to his attention. The internal document of July 25 was withdrawn at the Agenda Review meeting of the Transport and Environment Committee at Mr. Spencer's request for revision.

Mr. Spencer proceeded explain that recommendations contained in his revised report of 1989 August 29 are consistent with the recommendations adopted by the Region.

Mr. DiCenzo was unable to recall how he obtained a copy of Mr. Spencer's draft report of July 25.

Mr. Mazza pointed out that the Board of Education is expecting to receive payment from the City in the exchange of the lands. He stated that his client is not prepared to proceed with the exchange unless the Board of Education receives payment for Part 6, being one-half of DiCenzo Drive. He also pointed out that the entire proposal was not initiated by his client but rather by the City of Hamilton through the Planning and Development Committee.

His client actually agreed to the exchange of land against his advice. The Planning and Development Committee urged that the exchange take place in order to conform with the neighbourhood plan.

Following a considerable discussion the Committee agreed to submit the following revised recommendations to City Council for approval:

- (a) That the City pay the Board of Education the market value of the land for Part 6 of 62R-9868, being one half of DiCenzo Drive (0.13608 ha) in the amount of \$34 020 at the time that the Board accepts title to the adjacent lands, namely Part 4 of 62R-9868.
- (b) That concurrently with item (a), the Board of Education pay to the City an amount equal to the Local Improvement Act charges for the services in the said one half of DiCenzo Drive, which amount is:

Sidewalk and Curbs	112 m @ \$131	= \$14 672
Roadway	112 m @ \$221	= <u>\$24 752</u>
	<b>TOTAL</b>	<b>= \$39 424</b>

- (c) That concurrently with item (a), the City pay DiCenzo Construction one half of the City service cost in the portion of DiCenzo Drive being part 6 of 62R-9868, which amount is \$31 609.
- (d) That the Co-ordinating Committee be requested to recommend the method of financing.

The Committee was in receipt of a report of the Director of Public Works dated 1989 October 18, containing the following recommendations:

- (a) That the City continue to supply hanging flower baskets on road allowances in non-BIA's (approximately 156), and in BIA's (approximately 344), where ongoing maintenance has been agreed to by either the affected property owner or the BIA, and
- (b) That any subsequent hanging flower baskets be provided by the City, only if on-going maintenance is agreed to by the affected property owners and/or the BIA.
- (c) That the City of Hamilton provide watering equipment to the BIA's, and property owner groups, that have agreed to maintain the hanging flower baskets.
- (d) That tenders be called for the supply of hanging flower baskets.

The Committee also had before it a report of the Director of Public Works dated 1989 October 19 containing the following recommendations:

- (a) That the City continue to supply and plant floral stock in planters on road allowances in BIA's (approx. 74), and in non-BIA's (approx. 46), where ongoing maintenance has been agreed to by the affected BIA or property owner; and

Board of Education  
- DiCenzo Drive  
Cont'd

Hanging Flower Baskets  
on Road Allowances

Floral Planters on  
Road Allowances

- (b) That any subsequent floral planters be provided by the City, only if on-going annual maintenance is agreed to by the affected BIA or property owner;
- (c) That planters be relocated adjacent to a property owner willing to assume annual maintenance cost should present owners decline said costs.

Mr. Itola appeared before the Committee to discuss the concerns of the BIA's with respect to the cost sharing agreement for on-going maintenance which is being recommended by the Director of Public Works.

Mr. Itola explained that he has met with the Ontario Business Improvement Association and the Business Association Council who are opposed to the proposal of entering into an on-going maintenance agreement with the City. He explained that the Business Association Council is not in any position to provide the necessary man power and funding to accommodate this proposal.

He also submitted the following comments:

- (a) The BIA's are not in a position to provide the on-going maintenance function
- (b) Many BIA's operate on grants and there would be a lack consistency if the annual maintenance is carried out by the affected property owners
- (c) That Ontario Business Improvement Association does not support the proposal that the on-going annual maintenance be carried out by the affected property owners.

Following discussion, the Committee resolved that the affected property owners and/or the BIA not be required to provide on-going annual maintenance and directed Mr. Pavelka to include both the hanging flower baskets and floral planters in his 1990 current budget submission as a separate service expansion package for consideration by the Committee at Budget Review time.

As recommended by Alderman Cooke the Committee agreed to submit the following recommendation to City Council for approval:

- (a) That the existing three hour parking time limit on Oxford Street between York Boulevard and Barton Street be changed to a one hour parking time limit; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

As recommended by the Acting City Solicitor in reports dated October 04 and 10 the Committee agreed to introduce the following Bills to City Council for approval:

- (a) By-law to Incorporate Part 11, Plan 62r-9377 into Templemead Drive

Parking Time Limit  
- Oxford Street between  
York Boulevard and  
Barton Street

Bills



- (b) By-law to Incorporate Block 81, Plan 62M-616 into Brigade Drive
- (c) By-law to Incorporate Parts 1 and 2, Plan 62R-10286 into Fieldway Drive

There being no further business, the meeting then adjourned.

TAKEN AS READ AND APPROVED,

J. Thompson,  
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Bills Cont'd

Adjourned.

Alderman Murray indicated that he was upset with the condition of the fences, garbage and weeds on Hunter Street just west of John Street. Mr. Pelland indicated that he would be investigating this area immediately.

Alderman Merling thanked Mr. Pelland for the co-operation and efforts made by CP to respond to the concerns of the City of Hamilton with regard to railway lands.

In response to concerns regarding the Poulette Street Bridge raised by Alderman Cooke, it was agreed by the Committee that staff report back at the next meeting on the feasibility of perhaps funding the repair of the bridge in the City Budgets and taking CP to court to recover these costs, if the situation can not be resolved by year end.

After further discussion it was moved by Alderman Smith seconded by Alderman Christopherson that the Legislation Committee be requested to forward a resolution relative to improved railway fencing, to the AMO. Carried.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Establishment of Dartnall Road South of Rymal Road:

- (a) That the City accept title to Parts 1, 2, 4 and 5 shown on Plan 62R-9687 and Part 1 on Plan 62R-9651 from the Region of Hamilton-Wentworth.
- (b) That upon registration of the Region's plan of subdivision, Hamilton Mountain Industrial Park No. 2, the City Solicitor be authorized and directed to prepare a by-law to incorporate Parts 1 and 5 on Plan 62R-9687, and Part 1 of Plan 62R-9651 into the road allowance of Dartnall Road.
- (c) That the Commissioner of Engineering be authorized to construct Dartnall Road from Rymal to approximately 500 m southerly at a total estimated cost of \$367 000 provided the Region pays for one-half the cost (\$183 500), as the Region is the owner or has an interest in the abutting properties on the east side of the road. (The City's share will be 100% recoverable at the time of development of the lands to the west).
- (d) That the Co-ordinating Committee be requested to recommend the method of financing the cost of the work.

The Committee approved the following recommendation of the Commissioner of Engineering regarding the Petition against the Construction of Concrete Sidewalks on Barton Street, North Side, Nash Road to Centennial Parkway:

That the construction of an independent concrete sidewalk on the north side of Barton Street between Nash Road and Centennial Parkway not be proceeded with as a local improvement.

Poulette Street Bridge

Establishment of Dartnall Road South of Rymal Road

Petition against the Construction of Concrete Sidewalk on Barton Street, North Side, Nash Road to Centennial Parkway

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Discharge of an Access Easement - Oakdale Estates - Phase II Subdivision:

That the Mayor and City Clerk be authorized and directed to execute the "Quit Claim" documents for the release of the access easement known as Part 2, Plan 62R-10287, over Part of lots 3, 4, 5, 25, 26, 27, 28, 29 and 30, Plan 62M-618, as the access easement is no longer required.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Discharge of Storm Water Drainage Easement, Ridgeview Estates Hamilton:

That the Mayor and City Clerk be authorized and directed to execute the "Quit Claim" documents for the release of a storm water drainage swale which is registered against Lots 49, 50, and 63, Plan 62M-465, as the agreement is no longer required to be registered against these lands.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Inadvertent Encroachment Agreement:

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- (c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

The Committee approved the following recommendation of the Director of Traffic Services respecting a taxi stand at the north side of Rebecca Street east of Ferguson Avenue North:

- (a) That a taxi stand be implemented on the north side of Rebecca Street commencing at a point 108 feet east of Ferguson Avenue North and extending to a point 55 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Discharge of an Access  
Easement - Oakdale  
Estates - Phase II  
Subdivision  
s

Discharge of Storm  
Water Drainage Ease-  
ment, Ridgeview Estates  
Hamilton

Inadvertent Encroach-  
ment Agreements:

- 208 Sherman Avenue  
North/Clinton Street
- 80 Pottruff Road
- 66 Burton Street
- 55 Mary Street North
- 567 Mary Street North
- 57 Florence Street
- 194 John Street North
- 206 Wellington Street  
South
- 27 Glendale Avenue
- 315 York Boulevard

Taxi Stand



Corner Clearance on  
Crockett Street at  
East 35th Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a corner clearance on Crockett Street at East 35th Street:

- (a) That stopping be prohibited on the north side of Crockett Street between East 35th Street and a point 50 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Discharge of Residential  
Boulevard Parking  
Agreement at 113 Cannon  
Street East

The Committee approved the following recommendation of the Director of Traffic Services respecting a discharge of residential boulevard parking agreement at 113 Cannon Street East:

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 497578 C.D. to the property at No. 113 Cannon Street East be discharged; and
- (b) That the owner of the property be re-imbursed the \$20 registration fee (from Account No. CH 55428 75001) and the \$10 insurance fee (from Account No. CH 48001 75920) and that the City assume the fee to discharge the agreement (approximately \$20 from Account No. CH 55428 75001); and
- (c) That the owner of the property be re-imbursed in the amount of \$170 (from Account No. CH 55428 75001) to cover the cost of the private legal fees; and
- (d) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

Request for a reserved  
permit parking space  
for a handicapped  
resident - 514 John  
Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved permit parking space for a handicapped resident at 514 John Street North:

- (a) That a permit parking regulation be implemented on the east side of John Street North, commencing at a point 114 feet south of Burlington Street east and extending to a point 22 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Pam Cayuga, 514 John Street North, and
- (c) That City Traffic By-law 89-72 be amended accordingly.

School bus loading  
zone on the west side  
of Abbington Drive  
south of Clifton Downs  
Road

The Committee approved the following recommendation of the Director of Traffic Services respecting a school bus loading zone on the west side of Abbington Drive, south of Clifton Downs Road:

- (a) That a "School Bus Loading Zone, 7:00 a.m. - 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Abbington Drive commencing at a point 147 feet south of Clifton Downs Road and extending to a point 40 feet southerly therefrom, and

- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a school bus loading zone on the south side of Forest Avenue, east of Walnut Street South:

- (a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Forest Avenue commencing at a point 80 feet east of Walnut Street South and extending to a point 40 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations:

- (a) That the existing parking prohibition on the south side of Glen Road between Bond Street and a point 67 feet west of Longwood Road be extended to Longwood Road; and
- (b) That the existing "two hour parking time limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Delmar Drive between Columbia Drive and Cambria Court, be replaced with a "one hour parking time limit, 9:00 a.m. to 8:00 p.m. Monday to Friday" regulation; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

An item respecting Mahoney Avenue between Parkdale Avenue North and Adeline was tabled at the request of Alderman Christopherson.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a school traffic officer at the Intersection Grandville Avenue and Violet Drive:

- (a) That a parking prohibition be implemented on the south side of Violet Drive, commencing at Grandville Avenue and extending to a point 50 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a school traffic officer at the Intersection of Southbend Road and Upper Wellington Street was tabled at the request of Alderman Merling.

With respect to an item dealing with the Intersection of Emerald Street North and Robert Street, it was moved by Alderman Drury seconded by Alderman Agostino:

- (a) That a three-way stop control be implemented at the intersection of Emerald Street North and Robert Street.

Request for a school bus loading zone on the south side of Forest Avenue, east of Walnut Street South

Parking Regulations

Mahoney Avenue between Parkdale Avenue North and Adeline - Tabled

Request for school traffic officer - intersection of Grandville Avenue and Violet Drive

School traffic officer at the intersection of Southbend Road - tabled

Intersection of Emerald Street North and Robert Street

- (b) That City Traffic By-law 89-72 be amended accordingly. Carried.

Intersection of Ashley  
Street and King William  
Street

With respect to an item dealing with the Intersection Ashley Street and King William Street, it was moved by Alderman Drury seconded by Alderman Christopherson:

- (a) That a four-way stop control be implemented at the intersection of Ashley Street and King William Street.
- (b) That City Traffic By-law 89-72 be amended accordingly. Carried.

Intersection of East  
22nd Street and Bruce-  
dale Avenue East -  
Withdrawn

An item respecting the Intersection of East 22nd Street and Bruce-dale Avenue East was withdrawn at the request of Alderman Merling.

Intersection of East  
27th Street and Halam  
Avenue

With respect to an item dealing with the intersection of East 27th Street and Halam Avenue, it was moved by Alderman Smith seconded by Alderman Christopherson:

- (a) That a four-way stop control be implemented at the intersection of East 27th Street and Halam Avenue.
- (b) That City Traffic By-law 89-72 be amended accordingly. Carried.

Delegations

At 3:00 o'clock p.m. the Committee met to hear delegations.

Proposed Road Allowance  
Closure - Owen Place  
between 41 and 49 Owen  
Place

The Committee was advised that an item respecting the proposed road allowance closure on the west side of Owen Place between 41 and 49 Owen Place was circulated to all affected Municipal Departments and Utility Companies and the area residents had been circularized as well.

The Committee approved the following recommendation of the Commissioner of Engineering with respect to this matter:

- (a) i. That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act R.S.O. 1980 for an order to stop-up, close and sell the unopened Road Allowance on the West Side of Owen Place between Nos. 41 and 49 Owen Place.
- ii. That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the road allowance to be closed.
- iii. That the City register a reference plan number under the Registry Act, said plan to be prepared by the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s).



- iv. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton Wentworth Act.

Provided the Judge's Order to close the highway is granted:

- (b) i. That the City Solicitor be authorized to prepare a sewer and water service easement agreement of 7.92m adjacent to the north limit of the closure for the purpose of St. Joseph's Ambulatory Care Service.
- ii. That the City Solicitor be directed to prepare a by-law for the sale of the closed road allowance to the abutting owners.
- iii. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners subject to the 7.92m easement granted to St. Joseph's Ambulatory Care Service.
- iv. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980 of the City's intention to pass the by-laws.

With respect to an item dealing with the Implementation of the Approved Ryckman's Neighbourhood Plan, Alderman Merling declared a conflict of interest and stepped out of the chair and left the room.

Mr. Ian Gordon, Solicitor for the Board of Education and Mr. Paul Shufeldt, Superintendent for the Board of Education as well as Mr. Tony DiCenzo, Developer and Mr. Paul Mazza, Solicitor for DiCenzo Construction appeared before the Committee with respect to this matter.

After considerable discussion it was moved by Alderman Ross seconded by Alderman Agro that the following recommendation respecting the Implementation of the Approved Ryckman's Neighbourhood Plan, be approved:

- (a) That the City pay the Board of Education the market value of the land for Part 6 of 62R-9868, being one half of DiCenzo Drive (0.13608 ha) in the amount of \$34 020 at the time that the Board accepts title to the adjacent lands, namely Part 4 of 62R-9868.
- (b) That concurrently with item (a), the Board of Education pay to the City an amount equal to the Local Improvement Act charges for the services in the said one half of DiCenzo Drive, which amount is:

Sidewalk and Curbs	112 m @ \$131	= \$14 672
Roadway	112 m @ \$221	= <u>\$24 752</u>

TOTAL = \$39 424

Implementation of the  
Approved Ryckman's  
Neighbourhood Plan

- (c) That concurrently with item (a), the City pay DiCenzo Construction one half of the City service cost in the portion of DiCenzo Drive being Part 6 of 62R-9868, which amount is \$31 609.
- (d) That the Co-ordinating Committee be requested to recommend the method of financing. Carried.

Adjournment.

There being no further business, the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,  
Secretary

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

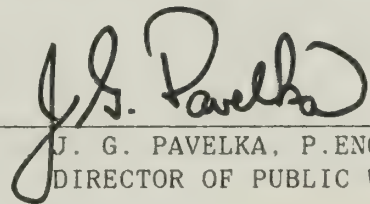
FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 November 10  
COMM FILE:  
DEPT FILE: 89-1035

SUBJECT: Balancing of Administration Accounts

RECOMMENDATION:

That \$1,800 be transferred from Account Number 56104--Uniforms, Clothing & Accessories, where it is expected there will be an underexpenditure, to Account Number 56004--Postage where it is expected there will be an overexpenditure.

  
J. G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The postage account, account number 56004 is in overdraft by approximately \$1,600. To balance this overexpenditure, it is anticipated that the uniforms, clothing account, account number 56104 will have a modest surplus. Overall, the overexpenditure will balance with the underexpenditure.

However, because this imbalance is expected to continue annually, it is more prudent to transfer funds from the account with the underexpenditure to the account where there will be the overexpenditure.

JGP:jh





FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 November 7  
COMM FILE: 3-2.2  
DEPT FILE: 89-5000

SUBJECT: Sidewalk Snow Clearing Policy

RECOMMENDATION:

- (a) That the new "SNOW NOTICE" and the "SNOW CLEARING CHARGES ASSESSED" notice be approved.
- (b) That the additional advertising of the slogan "DON'T BE SLOW...CLEAR YOUR SNOW" in the Hamilton Spectator, the Mountain News and the Hamilton Journal at an estimated cost of \$2,800.00 be approved.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Additional financing of approximately \$2,800.00 each year will be required for the additional advertising.

BACKGROUND:

Last spring due to problems arising from the existing practice of notices and charges for snow removal from sidewalks adjacent to private properties, the Transport and Environment Committee directed staff to improve the advertising and notices so that there would be better communications with the residents.

More specifically, the Committee requested the following to be addressed:

- (a) the size of notices
- (b) lack of corporate identity and departmental identity including signatures
- (c) the lack of telephone numbers in the event that additional information is required
- (d) better explanations in correspondence as to what is happening and why, as opposed to just stating the by-law
- (e) most importantly, the Committee wanted staff to arrange for both a "snow notice" to be left to advise the resident of the problem caused by them not clearing the sidewalks, as well as a notice advising the resident of what was charged after the work was done.

In response to these directions, a new "SNOW NOTICE" and a new "SNOW CLEARING CHARGES ASSESSED" notice have been prepared. In order to appreciate what changes have been made, both the original "SNOW NOTICE" and the original "SNOW CLEARING CHARGES ASSESSED" notice have also been included.

With the agreement of the Transport and Environment Committee on these new forms, pads of the new forms will be printed and distributed to all of the Streets Districts, along with detailed instructions on using them.

More specifically, Local 5 employees will be coached on the use of the forms. Upon complaint or whenever staff become aware of a problem area where snow hasn't been cleared away from the sidewalk, the "SNOW NOTICE" including the date and address will be left at the residence. Furthermore, two additional copies will be retained, one in the District and another for the office in City Hall.

At locations where there is a vacant lot, no reasonable arrangements can be made at this time to contact an owner because there is no way for the District staff to purge the property files at City Hall and the workload would prohibit City Hall staff from collecting all vacant lot locations from the five Districts and then getting the owners name, address and telephone number.

To maintain an inventory of where the "SNOW NOTICES" were left, a list of the names and addresses will also be tabulated so that 24 hours after the notice is left, staff can survey the sidewalks to determine where the snow has been cleared. If there are locations where the snow hasn't been cleared, then arrangements will be made by staff to do so.

At these locations, upon completion of the work, the "SNOW CLEARING CHARGES ASSESSED" notice will be completed and left at the residence. Again two additional copies will be made for the office's use. In the case where there is a vacant lot, the notice will be forwarded to the office so that the property owner's name and address can be determined and the notice of the snow clearing charges assessed to the property can be mailed out to the owner.

In order to improve the advertising of the snow clearing policy it is being recommended that;

- (a) the slogan "DON'T BE SLOW...CLEAR YOU SNOW" along with the caricature, now only advertised in the Hamilton Spectator in November and February, also be advertised in January and also be advertised in the Mountain News and the Hamilton Journal, the same number of times.
- (b) arrangements be made with Cable 14 to also advertise the slogan "DON'T BE SLOW...CLEAR YOUR SNOW" and the caricature.

Staff are of the opinion that the above is a fair and reasonable way to enforce this By-law. However, based on the additional work involved with completing the forms, additional staff will be involved in clearing snow from the sidewalks and undertaking the work will slow down the rate at which the sidewalks are cleared.



Regardless, statistics show that the number of snow removal from sidewalk complaints are decreasing and continuing to decrease over the several years that the City has enforced and advertised the By-law. Following is a table outlining how the number of problem locations has decreased.

	1984	1985	1986	1987	1988
NUMBER OF PROBLEM LOCATIONS	736	802	572	1,020	468

JGP/jdh  
Attach.

c.c. Mr. D. Lobo, Manager, Streets and Sanitation





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

## SNOW NOTICE

DEAR RESIDENT:

Date ..... Time .....

Address .....



**Don't be slow...  
clear your snow**

When snow and ice are not cleared from the sidewalks, walking for pedestrians, the seniors, the handicapped, as well as children, is very hard and dangerous. When your sidewalks have not been cleared, the Public Works Department will make arrangements to have the sidewalk cleared.

If it is necessary for the Public Works Department to clear the snow and ice away from the sidewalks adjacent to your property, the charge for doing this work will be \$3.50 per square metre or \$0.33 per square foot. To be fair to the thousands of owners who cleared the snow from their sidewalks, all costs associated with clearing the snow from the sidewalk adjacent to your property will be assessed to your property taxes.

For your information, Streets By-Law No. 9329, regarding Snow Clearing of City Sidewalks, reads as follows:-

By-law No. 9329 Respecting Streets, provides that all persons occupying premises in the City of Hamilton, shall as soon as reasonably practicable after every snowfall, and in any event within twenty-four (24) hours, clear away from the sidewalk adjoining their premises, all snow and soft ice and slush which may be at any time on such sidewalk, by depositing it back of the sidewalk and not on the travelled portion of the highway, and it shall not be deposited in such a manner as to obstruct drainage to any gutter, drain or sewer, or render themselves liable to a penalty provided for under this By-law.

Complete in Triplicate

DEPARTMENT OF PUBLIC WORKS  
REPRESENTATIVE

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy

FOR FURTHER INFORMATION PLEASE CALL 526-2785





FORMER "SNOW NOTICE"

DEPARTMENT OF PUBLIC WORKS

CITY HALL, HAMILTON

TO OCCUPANT

Date .....

Address .....

For your information, Streets By-law No. 9329, regarding Snow Clearing of City Sidewalks, reads as follows:-

By-law No. 9329 Respecting Streets, provides that all persons occupying premises in the City of Hamilton, shall as soon as reasonably practicable after every snowfall, and in any event within twenty four (24) hours, clear away from the sidewalk adjoining their premises, all snow and soft ice and slush which may be at any time on such sidewalk, by depositing it back of the sidewalk and not on the travelled portion of the highway, and it shall not be deposited in such a manner as to obstruct drainage to any gutter, drain or sewer, or render themselves liable to a penalty provided for under this by-law.

THE CHARGE FOR NON-COMPLIANCE OF THIS BY-LAW IS \$3.50 PER SQUARE METRE

(e.g. 5' x 50' sidewalk = 23.225 square metres x \$3.50 = \$81.00)

Any additional service, such as hauling snow from the sidewalk which was pushed or plowed from the driveway or parking area, shall be billed accordingly and charged to the tax roll.

We would appreciate your co-operation to ensure that the By-law is complied with during the winter season.







# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

## SNOW CLEARING CHARGES ASSESSED



**Don't be slow...  
clear your snow**

DATE .....

TIME .....

ADDRESS .....

IN COMPLIANCE WITH STREETS BY-LAW NO. 9329, SECTION 7,  
YOU ARE BEING NOTIFIED THAT IT WAS NECESSARY FOR CITY  
FORCES TO CLEAR THE SNOW FROM THE SIDEWALK ABUTTING YOUR  
PREMISES (AS ABOVE) AND THE COSTS INCURRED WILL BE  
CHARGED TO YOUR TAXES.

\_\_\_\_\_ x \$3.50 per square metre = \$ \_\_\_\_\_

FOR INQUIRIES PLEASE CALL 526-2785

\_\_\_\_\_  
DEPARTMENT OF PUBLIC WORKS  
REPRESENTATIVE

COMPLETE IN TRIPLICATE

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy



FORMER "NOTICE OF ASSESSED CHARGES"



NOTICE  
CITY OF HAMILTON  
DEPARTMENT OF PUBLIC WORKS

---

DATE ..... TIME .....

ADDRESS .....

IN COMPLIANCE WITH STREETS BY-LAW No. 9329, SECTION 7,  
YOU ARE BEING NOTIFIED THAT IT WAS NECESSARY FOR CITY  
FORCES TO CLEAR THE SNOW FROM THE SIDEWALK ABUTTING  
YOUR PREMISES (AS ABOVE) AND THE COSTS INCURRED WILL BE  
CHARGED TO YOUR TAXES.

FOR INQUIRIES - CALL 526-2785



COMPLETE IN TRIPLICATE

Don't be slow...  
clear your snow

1 - PROPERTY OWNER

1 - FOREMAN'S COPY

1 - OFFICE COPY

FOREMAN'S SIGNATURE .....





FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 November 8  
COMM FILE: 3-2.2  
DEPT FILE: 89-1025A

SUBJECT: Litter Container Service

RECOMMENDATION:

That the Region of Hamilton-Wentworth, - Hamilton Street Railway be requested to cost share the litter container service based on the level of service and the number of litter containers located at bus shelters with the City of Hamilton.

FINANCIAL IMPLICATIONS: (IF NONE. STATE N/A)

Cost sharing with the Hamilton Street Railway represents a savings of \$89,047.52 to the City of Hamilton and an opportunity for the Region to obtain \$15,583.32 annually of additional Provincial subsidy.

BACKGROUND:

Over the last few years, the City has fallen behind in responding to the public's demands for litter container service throughout the City.

Although, the attached expansion was presented during the budget deliberations, the Transport and Environment Committee directed that the expansion should not be provided.

Over this past year, again there has been a considerable number of requests for additional litter containers from the public, from the Business Improvement Associations and from elected representatives. However, because the Transport and Environment Committee directed that there was to be no expansion, there has been no increase in the provision of litter containers.

PRESENT SERVICE

Presently, there are 428 litter containers across the City. A budget of \$250,060 allows 195 containers to be emptied 7 nights per week and 233 containers to be emptied 3 nights per week.

During the 1990 budget deliberations, staff will be representing an expansion to this service, similar to the expansion represented last year.

#### COST SHARING AND PROVINCIAL SUBSIDY

During staff's review of the litter container service this year, two opportunities to improve the level of service became evident.

First, of the 428 litter containers, 105 are directly beside bus shelters, and therefore, can be considered to be associated with the transit service. Accordingly, there is an opportunity for the City to recover \$89,047.52 from the Hamilton Street Railway for providing this service to the transit system.

#### LITTER CONTAINER SERVICE FOR H.S.R.

TOTAL LITTER CONTAINER SERVICE	x	\$250,060	=	\$89,047.52
--------------------------------	---	-----------	---	-------------

#### WHERE

LITTER CONTAINER SERVICE FOR H.S.R.'S IS 105 CONTAINERS EMPTIED 7 DAYS PER WEEK

TOTAL LITTER CONTAINER SERVICE IS 195 CONTAINERS EMPTIED 7 DAYS PER WEEK PLUS  
233 CONTAINERS EMPTIED 3 DAYS PER WEEK

Next and equally as important, the litter container service as a service to the transit system is subsidizable at 17.5% with no upper limits. Therefore, the Hamilton Street Railway can recover 17.5% of the \$89,047.52 or \$15,583.32 every year from the Provincial Ministry of Transportation.

#### EXPANSION AND CONTRACTING OUT

The Public Works Department is concerned about the possibility of coping with expansion to the litter container service demands. Expansion to the litter container service reflects in additional staff, as well as capital equipment.

For that reason, the Public Works staff have pursued the idea of tendering the litter container service with the Hamilton Street Railway staff. At the staff level there is agreement that tenders should be called to determine whether the private sector is interested in providing such a service, at the same level of service presently being provided. Accordingly, tenders for this service will be prepared.

#### WARRANTS FOR LITTER CONTAINER LOCATIONS

Furthermore, to better structure location and priorities for where litter containers should be located, a warrant sheet for litter container locations will be prepared. Attached is an example of a warrant sheet produced by H.S.R. which relates to litter containers from a transit perspective. A similar type of warrant sheet will be produced by the Public Works Department to relate to pedestrian activity on the streets.

JGP/jdh  
Attach.

c.c. Mr. D. Lobo, Manager, Streets and Sanitation  
c.c. Mr. D. Turvey, Acting Commissioner of Transportation  
c.c. Mr. V. Mauceri, Manager of Marketing & Customer Services



FORMER "NOTICE OF ASSESSED CHARGES"



NOTICE  
CITY OF HAMILTON  
DEPARTMENT OF PUBLIC WORKS

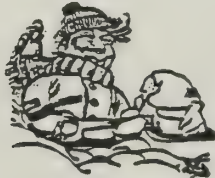
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DATE ..... TIME .....

ADDRESS .....

IN COMPLIANCE WITH STREETS BY-LAW No. 9329, SECTION 7,  
YOU ARE BEING NOTIFIED THAT IT WAS NECESSARY FOR CITY  
FORCES TO CLEAR THE SNOW FROM THE SIDEWALK ABUTTING  
YOUR PREMISES (AS ABOVE) AND THE COSTS INCURRED WILL BE  
CHARGED TO YOUR TAXES.

FOR INQUIRIES - CALL 526-2785



COMPLETE IN TRIPLICATE

Don't be slow...  
clear your snow

- 1 - PROPERTY OWNER
- 1 - FOREMAN'S COPY
- 1 - OFFICE COPY

FOREMAN'S SIGNATURE .....

1989 CURRENT BUDGET ESTIMATESSERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - STREETS AND SANITATION
2. ACCOUNT NO.(S) 0350-24 Litter Container Service
3. CONSIDERATIONS: (A) AMOUNT \$ 82,600
- (B) EFFECTIVE DATE 01/01/89
- (C) INCLUDED ☒ OR NOT INCLUDED ☒ IN ESTIMATES
- (D) AFFECTS CURRENT ☒ AND/OR EXPANSION ☒ LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

To provide an improved service to all business areas, including new subdivisions, as well as to allow for requests for additional containers to provide a cleaner, healthier environment.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?

(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Expansion requests and fabrication of the same will not be provided.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

N/A

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

N/A

8. PACKAGE RANKING BY - DEPT./BOARD: \_\_\_\_\_ OF 10

- COMMITTEE : \_\_\_\_\_ OF \_\_\_\_\_

HAMILTON STREET RAILWAY COMPANY  
MARKETING & CUSTOMER SERVICES GROUP  
WARRANT SHEET FOR  
LITTER CONTAINER INSTALLATION

Survey Date: \_\_\_\_\_ Completed By: \_\_\_\_\_ Stop #: \_\_\_\_\_

Location: On \_\_\_\_\_ Side \_\_\_\_\_ At \_\_\_\_\_

Corner: \_\_\_\_\_ Route(s): \_\_\_\_\_ Direct: \_\_\_\_\_ Munc: \_\_\_\_\_

A. BUS AREA GROUND CONDITIONS

\_\_\_\_\_ Excellent - No visible sign of litter (0)  
Good - Minimal amount of litter (5)  
Fair - (20)  
Poor - Extensive litter (35)

B. ADJACENT PROPERTY GROUND CONDITIONS

\_\_\_\_\_ Excellent - No visible sign of litter (0)  
Good - Minimal amount of litter (5)  
Fair - (10)  
Poor - Extensive litter (15)

C. PASSENGER USAGE - NUMBER OF BOARDING & EXITING PASSENGERS PER DAY

\_\_\_\_\_ Boarding and exiting passengers per day  
\_\_\_\_\_ High > 100 (25) High/Average 61 - 100 (20)  
Average 41 - 60 (15) Low/Average 21 - 40 (10)  
Low 0 - 20 (5)

D. LAND USE IN NEIGHBOURHOOD

_____ Undeveloped	(0)	Res. Single	(15)
Industrial	(5)	Hospital	(15)
Res. Multi	(10)	Public Bldg.	(15)
School/Church	(10)	Commercial	(20)
Seniors Centre	(10)	Convenience/ Fast Food Outlet	(20)

E. AVAILABILITY OF OTHER LITTER CONTAINERS

\_\_\_\_\_ Yes (0) No (5)

TOTAL A. TO E. \_\_\_\_\_

F. WARRANT TOTAL \_\_\_\_\_ for a litter container installation

Excellent ( >80 )	Good ( 61 - 79 )
Fair ( 31 - 60 )	Poor ( 0 - 30 )

F. INVESTIGATION REQUESTED BY: \_\_\_\_\_

G. OTHER CONSIDERATIONS: \_\_\_\_\_

\*PUBLIC WORKS-FOR CITY\*\* TREASURY EXPENDITURE ESTIMATES PAGE \* 221

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT	DESCRIPTION (2)	PROJECTED 1989 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1989 ESTIMATE INCREASE+ DECREASE- (5)	INFLA- TIONARY COST (6)	EXPAN- SION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	RESULTANT APPROPRIA- TION (8+9) (10)	AMOUNT PERCENT (10-4) (11/4) (12)	INCREASE + DECREASE - OVER 1983 ESTIMATE
0350	*PUBLIC WORKS-FOR CITY**										
22	MANUAL LITTER PICK-UP										
01	SALARIES, WAGES AND BENEFITS	298,207	303,240		9,100		312,340		312,340	9,100+	3.0+
85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	12,183	6,220		310		6,530		6,530	310+	5.0+
	ACTIVITY TOTALS	310,390	309,460		9,410		318,870		318,870	9,410+	3.0+

23	LEAF PICK-UP										
01	SALARIES, WAGES AND BENEFITS	50,375	91,410		2,740		94,150		94,150	2,740+	3.0+
85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	14,495	15,040		800		16,840		16,840	800+	5.0+
38	RENTAL OPERATING EQUIPMENT -NON CITY-OWNED										
	ACTIVITY TOTALS	64,871	107,450		3,540		110,990		110,990	3,540+	3.3+

24	LITTER CONTAINER SERVICE										
01	SALARIES, WAGES AND BENEFITS	134,106	133,760		4,010	35,000	172,770	35,000-	137,770	4,010+	3.0+
19	CONTRACTUAL-FRIGIL										
23	OPERATING SUPPLIES	181	5,300		190	5,000	9,990	5,000-	3,990	190+	5.0+
85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	103,973	100,280		5,020	41,600	146,900	41,600-	105,300	5,020+	5.0+
	ACTIVITY TOTALS	238,260	237,840		9,220	82,600	329,660	82,600-	247,060	9,220+	3.9+



FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

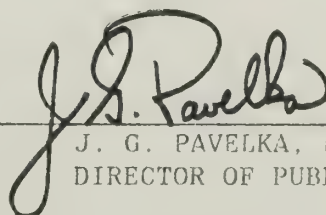
FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 October 31  
COMM FILE: 3-2.2  
DEPT FILE: 89-5080

SUBJECT: Public Works Department  
Streets and Sanitation Division  
1990 - 1994 Capital Budget

RECOMMENDATION:

That the Transport and Environment Committee approve the attached Capital Budget projects and submit them to the Co-ordinating Committee.



J. G. PAVELKA, P. ENG.  
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See attached table.

BACKGROUND:

The attached table outlines the proposed capital budget for the Streets & Sanitation Division for the next five years.

The attached submission forms have been sent to the Co-ordinating Committee for their information.

DL/rb  
attach.

cc Mr. B. Hotrum, Treasury Department  
Mr. J. Schatz, Secretary, Co-ordinating Committee

## PUBLIC WORKS DEPARTMENT

=====

CAPITAL BUDGET 1990 - 1994

(\$1,000'S)

STREETS AND SANITATION

=====

GRAND  
TOTAL

=====

## A - EQUIPMENT - SUBDIVISION EXPANSION

=====

	1990	1991	1992	1993	1994	TOTAL	1995	1996	GRAND TOTAL
	=====	=====	=====	=====	=====	=====	=====	=====	=====
9A - SANDER BELLY PLOW	0	90	0	102	0	192	0	0	192
9B - STREET SWEEPER	0	130	0	148	0	278	0	0	278
10 - 25 YD. REFUSE TRUCK	0	0	95	0	110	205	0	0	205
10 - 20 YD. REFUSE LITTER CONTAINER	0	0	85	0	0	85	0	0	85
10 - 5 SNOW BLOWERS	0	0	0	0	0	0	500	0	500
SUBTOTAL	0	220	180	250	110	760	500	0	1,260

## B - IMPROVED SERVICE

=====

12 - VACAL (1)	170	0	0	205	0	375	0	0	375
12 - FLUORER (1)	0	0	130	0	0	130	0	0	130
13 - CREW CABS - STAKE (4)	0	44	23	25	0	92	0	0	92
14 - ELEPHANT VACS (4)	28	15	16	0	0	59	0	0	59
14 - SNOW MELTER (1)	0	0	0	0	0	0	0	1,500	1,500
SUBTOTAL	198	59	169	230	0	656	0	1,500	2,156

## C - CONSTRUCTION

=====

11 - PAVING MAINTENANCE YARDS	0	0	50	0	50	100	0	0	100
1J - CONCRETE GRINDER ATTACHMENT	0	100	0	0	0	100	0	0	100
1K - REPLACEMENT - QUEEN ST. STEPS	0	0	0	0	400	400	0	0	400
1N - STEAM JENNY	15	0	0	0	0	15	0	0	15
SUBTOTAL	15	100	50	0	450	615	0	0	615

## TOTALS

PERCENT OF FIVE YEAR TOTAL

AMOUNT APPROVED IN 1989 - 1993

CAPITAL BUDGET - STREETS &amp; SANITATION

TOTALS	213	379	399	480	560	2,031	500	1,500	4,031
PERCENT OF FIVE YEAR TOTAL	10.49%	18.66%	19.65%	23.63%	27.57%	100.00%	24.62%	73.86%	198.47%
AMOUNT APPROVED IN 1989 - 1993	166	259	418	425	0	1,268	570	0	1,838

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1A

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets & Sanitation Division

2. (a) PROJECT NUMBER: \_\_\_\_\_

(b) PROJECT NAME: 1 Sander Wing Plow Units

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To supply existing service by ensuring that all sanding and plowing is completed  
within 12 hours of the end of a storm. In 1991 this unit will be placed in the  
additional 37 kilometers of roadway incorporated by new expansion in subdivisions.  
In the summer this unit will revert to a dump truck for service.  
East end - Mountain.

4. (a) PROJECT STARTING DATE: 1991

(b) PROJECT FINISHING DATE: 1991

(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1991

5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 90,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 90,000

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE	- 1990	\$	_____	_____
	- 1991	\$	<u>90,000</u>	_____
Labour	38,000			
Equipment	56,000			
	94,000			
	- 1992	\$	_____	_____
	- 1993	\$	_____	_____
	- 1994	\$	_____	_____
	- 1995 & after	\$	_____	_____
(b) TOTAL NUMBER OF PERSON YEARS CREATED:			_____	_____

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 1

8. ADDITIONAL ANNUAL OPERATING COST: \$ 94,000

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Regular service provided in 12 hours will be delayed to 18 hours increasing  
the time taken to clear snow from the streets - encouraging claims made  
against the Corporation.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. G. Pavella  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
1A

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets & Sanitation Division
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: 1 Sander Wing Plow Units
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To supply existing service by ensuring that all sanding and plowing is completed  
within 11 hours of the end of a storm. In 1991 this unit will be placed in the  
additional 37 kilometers of roadway incorporated by new expansion in subdivisions.  
In the summer this unit will revert to a dump truck for service.  
East end - mountain

4. (a) PROJECT STARTING DATE: 1993  
(b) PROJECT FINISHING DATE: 1993  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a)
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 102,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 102,000

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_  
Labour 41,000 - 1991 \$ \_\_\_\_\_  
Equipment 60,000 - 1992 \$ \_\_\_\_\_  
101,000 - 1993 \$ 102,000  
- 1994 \$ \_\_\_\_\_  
- 1995 & after \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 1
8. ADDITIONAL ANNUAL OPERATING COST: \$ 101,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Regular service provided in 12 hours will be delayed to 18 hours increasing  
the time taken to clear snow from the streets - encouraging claims made against  
the Corporation.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☐ YES ☒ - AT CITY'S COST OF \$ 85,000 1993  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. S. Pavell  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

Date



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1B

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation Division
2. (a) PROJECT NUMBER: N/A
- (b) PROJECT NAME: Street Sweepers
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To provide for weekly Mechanical Street Sweeping in new subdivisions in the City  
of Hamilton to accommodate for the extra 37 kilometers of roadway added to the  
system last year and projected increases in the future.

4. (a) PROJECT STARTING DATE: 1991
- (b) PROJECT FINISHING DATE: 1991
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1991
5. (a) GROSS COST OF PROJECT 130,000
- IN YEAR-OF-START DOLLARS: \$ 130,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$
- (c) NET CITY'S COST: \$ 130,000

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE - 1990 \$
- Labour 38,000 - 1991 \$ 130,000
- Equipment 42,000 - 1992 \$
- 80,000 - 1993 \$
- 1994 \$
- 1995 & after \$
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 1

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 80,000

8. ADDITIONAL ANNUAL OPERATING COST: 80,000

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The city will not be able to provide Mechanical Street Cleaning for the extra  
Kilometers of roadways in new subdivisions on regular working days. Will have  
to work on Saturday on premium time not budgeted for.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

NO ☒ YES ☐ - AT CITY'S COST OF \$           

- SCHEDULED TO START IN THE YEAR           

J. S. Pavek  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/89

Date

            
Signature of C.A.O.  
(for Executive Committee)

            
Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
1B

Public Works - Streets & Sanitation Division

1. DEPARTMENT/LOCAL BOARD: \_\_\_\_\_
2. (a) PROJECT NUMBER: N/A  
(b) PROJECT NAME: Street Sweepers
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To provide for weekly Mechanical Street Sweeping in new subdivisions in the City  
of Hamilton to accommodate for the extra 37 kilometers of roadway added to the  
system last year and projected increases in the future.
4. (a) PROJECT STARTING DATE: 1993  
(b) PROJECT FINISHING DATE: 1993  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1993
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ \_\_\_\_\_  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ \_\_\_\_\_
6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_  
Labour 43,000 - 1991 \$ \_\_\_\_\_  
Equipment 48,000 - 1992 \$ \_\_\_\_\_  
91,000 - 1993 \$ 148,000  
- 1994 \$ \_\_\_\_\_  
- 1995 & after \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 1
8. ADDITIONAL ANNUAL OPERATING COST: 91,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The city will not be able to provide Mechanical Street Cleaning for the extra  
kilometers of roadways in new subdivisions on regular working days. Will have  
to work on Saturday on premium time not budgeted for.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. S. Powell  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1C

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation Division
2. (a) PROJECT NUMBER: N/A
- (b) PROJECT NAME: 25 yd. High Density Refuse Packer
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To provide for weekly garbage collection to the new subdivisions in the City  
of Hamilton. About 800 -900 units per year are being added to the Housing  
stock in Hamilton. This requires additional packer units to handle this  
volume.
4. (a) PROJECT STARTING DATE: 1992
- (b) PROJECT FINISHING DATE: 1992
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1992
5. (a) GROSS COST OF PROJECT
- |  |                  |
|--|------------------|
| IN YEAR-OF-START DOLLARS:              | \$ <u>95,000</u> |
| (b) LESS SUBSIDIES AND OTHER RECEIPTS: | \$ _____         |
| (c) NET CITY'S COST:                   | \$ <u>95,000</u> |
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_
- |           |               |                |                  |  |
|-----------|---------------|----------------|------------------|--|
| Labour    | 130,000       | - 1991         | \$ _____         |  |
| Equipment | <u>80,000</u> | - 1992         | \$ <u>95,000</u> |  |
|           | 210,000       | - 1993         | \$ _____         |  |
|           |               | - 1994         | \$ _____         |  |
|           |               | - 1995 & after | \$ _____         |  |
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 3
8. ADDITIONAL ANNUAL OPERATING COST: \$ 210,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The City will not be able to properly accommodate the added volume of  
garbage due to new development and will be forced to work on a Saturday on  
premium time not budgeted for.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. S. Powell  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/89  
Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
1C

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation Division
2. (a) PROJECT NUMBER: N/A
- (b) PROJECT NAME: 25 yd. High Density Refuse Packer
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To provide for weekly garbage collection to the new subdivisions in the City  
of Hamilton. About 800 - 900 units per year are being added to the Housing  
stock in Hamilton. This requires additional packer units to handle this  
volume.
4. (a) PROJECT STARTING DATE: 1994
- (b) PROJECT FINISHING DATE: 1994
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1994
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 110,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_
- (c) NET CITY'S COST: \$ 110,000
6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_
- Labour 138,000 - 1991 \$ \_\_\_\_\_
- Equipment 85,000 - 1992 \$ \_\_\_\_\_
- 223,000 - 1993 \$ \_\_\_\_\_
- 1994 \$ 110,000
- 1995 & after \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 3
8. ADDITIONAL ANNUAL OPERATING COST: \$ 223,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The City will not be able to properly accommodate the added volume of garbage due  
to new development and will be forced to work on a Saturday on premium time not  
budgeted for.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. S. Porello  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct 31/89  
Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
1D

- Public Works - Streets & Sanitation Division
1. DEPARTMENT/LOCAL BOARD: \_\_\_\_\_
2. (a) PROJECT NUMBER: N/A  
(b) PROJECT NAME: Refuse Packer (Litter containers) 20 yd.
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To provide an improved service to all business areas as well as to allow for  
requests for additional containers to provide a cleaner, healthier environment.  
This would allow a five night pick up instead of three nights with the  
exception of the Downtown core which is seven nights.
4. (a) PROJECT STARTING DATE: 1992  
(b) PROJECT FINISHING DATE: 1992  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: \_\_\_\_\_
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 85,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 85,000
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_  
Labour 40,000 - 1991 \$ \_\_\_\_\_  
Equipment 65,000 - 1992 \$ 85,000  
105,000 - 1993 \$ \_\_\_\_\_  
- 1994 \$ \_\_\_\_\_  
- 1995 & after \$ \_\_\_\_\_  
(b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 1
8. ADDITIONAL ANNUAL OPERATING COST: \$ 105,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The service as mentioned above will not be provided.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☐ YES ☒ - AT CITY'S COST OF \$ 79,000  
- SCHEDULED TO START IN THE YEAR 1992

J. S. Pavek  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/92  
Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1E

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation Division
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: Vacall (Catchbasin Cleaning Equipment)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
The City has presently 3 vacals which are used to mechanically clean out  
catchbasins. The proposal is to end up with at least one vacal in each of our  
five districts to allow cleaning of catchbasins on local roads for each district  
to be accomplished once each year instead of the present service where 2 districts  
are not cleaned each year. New subdivision expansion has created an additional  
485 basins being added to system per year.
4. (a) PROJECT STARTING DATE: 1990  
(b) PROJECT FINISHING DATE: 1990  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1990
5. (a) GROSS COST OF PROJECT 170,000  
IN YEAR-OF-START DOLLARS: \$ \_\_\_\_\_  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 170,000
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ 170,000  
Labour 38,000 - 1991 \$ \_\_\_\_\_  
Equipment 51,200 - 1992 \$ \_\_\_\_\_  
89,200 - 1993 \$ \_\_\_\_\_  
- 1994 \$ \_\_\_\_\_  
- 1995 & after \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 2
8. ADDITIONAL ANNUAL OPERATING COST: 89,200  
\$ \_\_\_\_\_
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
✓ The above service mentioned will not be provided.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

C. S. Puello  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Nov. 1/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
1E

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation Division
2. (a) PROJECT NUMBER: Vacall (Catchbasin Cleaning Equipment)  
(b) PROJECT NAME: \_\_\_\_\_
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
The City has presently 3 vacals which are used to mechanically clean out catchbasins. The proposal is to end up with at least one vacal in each of our five districts to allow cleaning of catchbasins on local roads for each district to be accomplished once each year instead of the present service where 2 districts are not cleaned each year. New subdivision expansion has created an additional 485 basins being added to the system per year.
4. (a) PROJECT STARTING DATE: 1993  
(b) PROJECT FINISHING DATE: 1993  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1993
5. (a) GROSS COST OF PROJECT 205,000  
IN YEAR-OF-START DOLLARS: \$ \_\_\_\_\_  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 205,000

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_  
- 1991 \$ \_\_\_\_\_  
- 1992 \$ \_\_\_\_\_  
Labour 43,000 - 1993 \$ 205,000  
Equipment 58,000 - 1994 \$ \_\_\_\_\_  
101,000 - 1995 & after \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 2
8. ADDITIONAL ANNUAL OPERATING COST: 101,000  
\$ \_\_\_\_\_
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The above service mentioned will not be provided.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

NO ☐ YES ☒ - AT CITY'S COST OF 138,000 1992  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. S. Pavell  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Nov. 1/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
IF

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation
2. (a) PROJECT NUMBER: N/A
- (b) PROJECT NAME: Street Flusher
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To purchase one street flusher to prevent mudtracking and dust complaints  
from all new building projects. To also accommodate the anticipated extra  
37 kilometers of roadway in new subdivisions. To promote a healthier  
environment.
4. (a) PROJECT STARTING DATE: 1991
- (b) PROJECT FINISHING DATE: 1991
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1991
5. (a) GROSS COST OF PROJECT
- |  |                   |  |
|--|-------------------|--|
| IN YEAR-OF-START DOLLARS:              | \$ <u>130,000</u> |  |
| (b) LESS SUBSIDIES AND OTHER RECEIPTS: | \$ _____          |  |
| (c) NET CITY'S COST:                   | \$ <u>130,000</u> |  |
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_
- |           |        |                |                   |  |
|-----------|--------|----------------|-------------------|--|
| Labour    | 40,000 | - 1991         | \$ <u>130,000</u> |  |
| Equipment | 45,000 | - 1992         | \$ _____          |  |
|           | 85,000 | - 1993         | \$ _____          |  |
|           |        | - 1994         | \$ _____          |  |
|           |        | - 1995 & after | \$ _____          |  |
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 1
8. ADDITIONAL ANNUAL OPERATING COST: 85,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Presently only four flushers are owned by the City. The addition of one more  
flusher will provide for one for each of our five districts thus reducing  
cost for travelling and more productivity.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- |    |                          |     |                                     |                                       |             |
|----|--------------------------|-----|-------------------------------------|---------------------------------------|-------------|
| NO | <input type="checkbox"/> | YES | <input checked="" type="checkbox"/> | - AT CITY'S COST OF \$ <u>128,000</u> |             |
|    |                          |     |                                     | - SCHEDULED TO START IN THE YEAR      | <u>1991</u> |

J. S. Pavek  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
1G

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation Division
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: 2 Stake Dump Crew Cab (Cleaning of Bulk items - Alleyways)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Purchase of these vehicles will allow a concentrated, serious effort in the  
cleaning of alleyways in the City of Hamilton, especially bulk items and tires.  
This will provide a cleaner environment and support the efforts of the Keep  
Hamilton Clean Citizens Committee.

4. (a) PROJECT STARTING DATE: 1991  
(b) PROJECT FINISHING DATE: 1993  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1990
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 80,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 80,000

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_  
Labour 76,000 - 1991 \$ 44,000  
Equipment 30,000 - 1992 \$ 23,000  
106,000 - 1993 \$ 25,000  
- 1994 \$ \_\_\_\_\_  
- 1995 & after \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 2
8. ADDITIONAL ANNUAL OPERATING COST: \$ 106,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
☒ This work will not be carried out unless a government work project is  
created.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. Pavelko  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Nov. 1/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

11

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation Division
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: Paving Maintenance Yards
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
This project is to place a paved surface on our works yards to minimize our  
stock losses and protect the ground water from salt leaching into the soil.  
Numerous complaints from abutting citizens are constantly received for dust  
being deposited on their properties. Primary examples Brampton Street Yard,  
Barton Street Yard and Upper Ottawa Street Yard.
4. (a) PROJECT STARTING DATE: 1990  
(b) PROJECT FINISHING DATE: 1990  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: \_\_\_\_\_
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 100,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ 100,000  
(c) NET CITY'S COST: \$ \_\_\_\_\_
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_  
- 1991 \$ \_\_\_\_\_  
- 1992 \$ 50,000  
- 1993 \$ \_\_\_\_\_  
- 1994 \$ 50,000  
- 1995 & after \$ \_\_\_\_\_  
(b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: nil
8. ADDITIONAL ANNUAL OPERATING COST: \$ nil
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Efficiency of operations will suffer, stock will be lost and  
environment hazards continue.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. G. Pavelko  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Nov. 1/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date

1992

Brampton Yard - 3" asphalt overlay over Granular A

Total Area 2000 square meters X 15 square meters = \$30,000

The above area will be used for stocking materials to avoid leaching.

Barton Street Yard - 3" double surface treatment to parking lot

Area of rear parking lot 500 square meters X 10 square meters = \$5,000

Add two additional catchbasins at \$5,000 each = \$10,000

Add one additional catchbasin in front parking lot = \$5,000

Total Cost - \$50,000

1994

B. A. Court Yard - 3" asphalt overlay over Granular A

Total Area 2000 square meters X 18 square meters = \$36,000

The above area will be used for stocking materials to avoid leaching.

1301 Upper Ottawa Yard - pave parking lot

3" asphalt overlay 800 square meter area X \$18.00 square meter = \$14,400

Total Cost - \$50,400

Public Works Department  
November, 1989  
DL/jdh

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

13

Public Works - Streets & Sanitation

1. DEPARTMENT/LOCAL BOARD: \_\_\_\_\_
2. (a) PROJECT NUMBER: \_\_\_\_\_
- (b) PROJECT NAME: 'Concrete Grinder' \_\_\_\_\_
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
For the purchase of a Grinder plus attachments for the purpose of grinding  
all sidewalk trips which is costing the Corporation costly dollars for tripping  
claims. Last year we paid out \$58,140 for 16 claims, there were 61 Trip-Fall  
Accidents. Also, to eliminate the unsightly Black Top patching done to  
make the trip safe.

4. (a) PROJECT STARTING DATE: 1992 \_\_\_\_\_
- (b) PROJECT FINISHING DATE: 1992 \_\_\_\_\_
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1992 \_\_\_\_\_
5. (a) GROSS COST OF PROJECT
- |  |            |
|--|------------|
| IN YEAR-OF-START DOLLARS:              | \$ 100,000 |
| (b) LESS SUBSIDIES AND OTHER RECEIPTS: | \$ _____   |
| (c) NET CITY'S COST:                   | \$ 100,000 |

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_
- |           |         |                |            |
|-----------|---------|----------------|------------|
| Labour    | 43,000  | - 1991         | \$ _____   |
| Equipment | 69,000  | - 1992         | \$ 100,000 |
|           | 112,000 | - 1993         | \$ _____   |
|           |         | - 1994         | \$ _____   |
|           |         | - 1995 & after | \$ _____   |
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 1 \_\_\_\_\_
8. ADDITIONAL ANNUAL OPERATING COST: \$ 112,000 \_\_\_\_\_
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
to purchase one more grinder for the Mountain area to reduce costly  
travelling time from downtown, increase productivity.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

*J. S. Pavek*

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/87

Date

Signature of C.A.O.

(for Executive Committee)

Date



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
1L

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation
2. (a) PROJECT NUMBER: N/A
- (b) PROJECT NAME: Elephant Vacs
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To purchase 4 Elephant Vacs for each of the remaining 4 Districts to vacuum  
litter in the business areas seven days a week for a clean healthy  
environment. To help expand the goals of the Keep Hamilton Clean Committee.  
Presently the City operates with one such machine which is performing a  
fantastic job.

4. (a) PROJECT STARTING DATE: 1990
- (b) PROJECT FINISHING DATE: 1990
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1990
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 56,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_
- (c) NET CITY'S COST: \$ 56,000

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE - 1990 \$ 28,000
- 1991 \$ 15,000
- 1992 \$ 16,000
- 1993 \$ \_\_\_\_\_
- 1994 \$ \_\_\_\_\_
- 1995 & after \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: N/A

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: nil
8. ADDITIONAL ANNUAL OPERATING COST: \$ nil
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The above functions will not be adhered to.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. L. Pavelka  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Nov. 1 / 89

Date

\_\_\_\_\_  
Signature of C.A.O.

(for Executive Committee)

\_\_\_\_\_  
Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1K

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation
2. (a) PROJECT NUMBER: N/A  
(b) PROJECT NAME: Queen Street Steps
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
The replacement of existing vandal prove wooden steps from Dundurn Street  
South to Garth Street on the Queen Street Hill with lighted gavaluised steel  
steps. Purpose to reduce maintenance and repair costs.
4. (a) PROJECT STARTING DATE: 1994  
(b) PROJECT FINISHING DATE: 1994  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1994
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 400,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 400,000
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ \_\_\_\_\_  
- 1991 \$ \_\_\_\_\_  
- 1992 \$ \_\_\_\_\_  
- 1993 \$ \_\_\_\_\_  
- 1994 \$ 400,000  
- 1995 & after \$ \_\_\_\_\_  
(b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: nil
8. ADDITIONAL ANNUAL OPERATING COST: \$ nil
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Continued high degree of vandalism which includes removal of steps, railings  
and supports. Also, the existing facility is not safe for the public and  
maintenance and claim costs will remain high.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☐ YES ☒ - AT CITY'S COST OF \$ 370,000 1995  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

J. S. Pavelko  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 31/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date

City of Hamilton  
Treasury



**FUTURE CAPITAL PROJECT  
SCHEDULED TO BE STARTED 1995-1999**

LM

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation Division
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: Snow Melter
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To provide for melting of snow in the roadway system to facilitate fast and complete snow removal without extensive use of trucking and snow dumps throughout the City. Melted snow water would exit via roadway catchbasin.
4. (a) PROJECT STARTING DATE: 1996  
(b) PROJECT FINISHING DATE: 1996  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1996
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 1,500,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 1,500,000
6. (a) YEAR OF EXPENDITURE - 1995 \$ \_\_\_\_\_  
Labour 50,000 - 1996 \$ 1,500,000  
Equipment 80,000 - 1997 \$ \_\_\_\_\_  
130,000 - 1998 \$ \_\_\_\_\_  
- 1999 \$ \_\_\_\_\_  
- 2000 & AFTER \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 1
8. ADDITIONAL ANNUAL OPERATING COST: 1 Snow Melter & Operator 130,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The costly trucking of snow will continue so will the complaints from citizens in the operation of snow dumps.

NO. OF PERSON  
YEARS CREATED

J. S. Powell  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Oct. 2/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM  
1N

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Sanitation Division
2. (a) PROJECT NUMBER: N/A
- (b) PROJECT NAME: Steam Jenny
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
The present Steam Jenny is at least ten years old and too small to clean  
and maintain a fleet of 36 Refuse Packers at 2418 Barton Street East  
(Refuse Depot). Due to the expansion of the packer fleet, a second  
Steam Jenny is required.
4. (a) PROJECT STARTING DATE: 1990
- (b) PROJECT FINISHING DATE: 1990
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 4(a) 1990
5. (a) GROSS COST OF PROJECT
- |  |    |                   |
|--|----|-------------------|
| IN YEAR-OF-START DOLLARS:              | \$ | <u>15,000</u>     |
| (b) LESS SUBSIDIES AND OTHER RECEIPTS: | \$ | <u>          </u> |
| (c) NET CITY'S COST:                   | \$ | <u>15,000</u>     |
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE
- |                |    |                   |                   |
|----------------|----|-------------------|-------------------|
| - 1990         | \$ | <u>15,000</u>     | <u>          </u> |
| - 1991         | \$ | <u>          </u> | <u>          </u> |
| - 1992         | \$ | <u>          </u> | <u>          </u> |
| - 1993         | \$ | <u>          </u> | <u>          </u> |
| - 1994         | \$ | <u>          </u> | <u>          </u> |
| - 1995 & after | \$ | <u>          </u> | <u>          </u> |
- (b) TOTAL NUMBER OF PERSON YEARS CREATED:
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: nil
8. ADDITIONAL ANNUAL OPERATING COST: \$ nil
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
If this is not granted, the fleet will not be maintained efficiently thus  
causing unnecessary breakdown causing high productivity costs.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☒ YES ☐ - AT CITY'S COST OF \$
- SCHEDULED TO START IN THE YEAR

J. S. Pavell  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

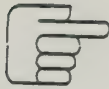
Nov. 1 / 89

Date

            
Signature of C.A.O.  
(for Executive Committee)

Date





City of Hamilton  
Treasury  
10  
FUTURE CAPITAL PROJECT  
SCHEDULED TO BE STARTED 1995-1999

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets & Sanitation
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: Snow Blowers - Mounted
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
To expand the snow clearing service and accommodate subdivision expansion in  
order to eliminate windrows of snow in front of driveways and to uncover  
catchbasins to prevent flooding and to eliminate snow from crosswalks.  
6 Snowblowers.
4. (a) PROJECT STARTING DATE: 1995  
(b) PROJECT FINISHING DATE: 1995  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1995 4(a)
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 500,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ \_\_\_\_\_  
(c) NET CITY'S COST: \$ 500,000
6. (a) YEAR OF EXPENDITURE - 1995 \$ 500,000  
- 1996 \$ \_\_\_\_\_  
Equipment \$80,000 - 1997 \$ \_\_\_\_\_  
- 1998 \$ \_\_\_\_\_  
- 1999 \$ \_\_\_\_\_  
- 2000 & AFTER \$ \_\_\_\_\_  
(b) TOTAL NUMBER OF PERSON YEARS CREATED: \_\_\_\_\_
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: \_\_\_\_\_
8. ADDITIONAL ANNUAL OPERATING COST: \$ 80,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
The City's snow blowing schedule will not keep pace with the expanding  
house stock in Hamilton.

*[Signature]*  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Nov. 1/89

Date

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date



FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

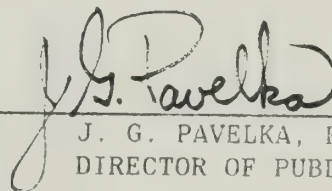
FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 October 31  
COMM FILE: 3-2.2  
DEPT FILE: 89-5080

SUBJECT: Public Works Department  
Fleet Services Division  
1990 - 1994 Capital Budget

RECOMMENDATION:

That the Transport and Environment Committee approve the attached Capital Budget projects and submit them to the Co-ordinating Committee.

  
J. G. PAVELKA, P. ENG.  
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See attached table.

BACKGROUND:

The attached table outlines the proposed capital budget for the Fleet Services Division for the next five years.

The attached submission forms have been sent to the Co-ordinating Committee for their information.

DL/rb  
attach.

cc Mr. B. Hotrum, Treasury Department  
Mr. J. Schatz, Secretary, Co-ordinating Committee





City of Hamilton  
Treasury  
**3A**  
1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Fleet Services, Division of Public Works
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: Underground Fuel Tanks
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Replacement of underground fuel tanks that do not meet  
environmental standards set out by legislation of the Ontario  
Legislature Gasoline Handling Act (see copy attached).
4. (a) PROJECT STARTING DATE: 1990  
(b) PROJECT FINISHING DATE: 1990  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: \_\_\_\_\_
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 107,300.00  
Nil  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ Nil  
107,300.00  
(c) NET CITY'S COST: \$ 107,300.00
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ 107,300.00 1.53  
- 1991 \$ \_\_\_\_\_  
- 1992 \$ \_\_\_\_\_  
- 1993 \$ \_\_\_\_\_  
- 1994 \$ \_\_\_\_\_  
- 1995 & after \$ \_\_\_\_\_  
(b) TOTAL NUMBER OF PERSON YEARS CREATED: 1.53
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: Nil
8. ADDITIONAL ANNUAL OPERATING COST: \$ Nil
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Charges under the Gasoline Handling Act for non-compliance  
with current legislation.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date

# Corporation of the City of Hamilton

## Memorandum

TO: Mr. D. Heintz  
Project Maintenance Engineer

YOUR FILE:

FROM: Mr. C. Murray  
Office Manager III

OUR FILE: 89-156  
PHONE: (416) 526-4591

SUBJECT: Replacement of Underground Fuel Tanks

DATE: 1989 October 17

The following is a list of underground fuel tanks, which are required by legislation to be replaced in 1990, showing location, size of tanks and replacement costs, including all taxes.

<u>Location</u>	<u># of Tanks</u>	<u>Type</u>	<u>Size</u>	<u>Replacement Costs</u>
District #1 Studholme Rd.	1	Diesel	25,000 L	\$ 16,500.00
District #2 302 Ferguson N.	2	Gas	25,000 L	
		Diesel	25,000 L	28,100.00
District #4 1275 Upper Ottawa	3	Gas	25,000 L	16,500.00
		Diesel	25,000 L	16,500.00
		Kerosene	3,000 L	<u>13,200.00</u>
		Sub Total		\$ 90,800.00
City Hall Garage 71 Main St. W. (2 tanks to be removed)	1	Gas	25,000 L	16,500.00
<u>Total Estimate (Including all taxes)</u>				\$107,300.00

The above costs include finishing surface (asphalt, concrete).

### Reason

Letter attached from Ministry of Consumer and Commercial Relations showing appropriate legislation.

W:gl

nt

September, 1989

RECEIVED

OCT 13 1989

FILE NO. *89-5084*  
DEPT. PUBLIC WORKS  
OCT 11 1989

## CENTRAL GARAGE

Dear Sir/Madam:

Out of our shared concern for public safety and the protection of the environment, we are writing to advise you as the user of gasoline or diesel fuel of changes which may affect you as the operator of a private refuelling outlet.

The Gasoline Handling Code June 1982 required that all steel underground tanks and associated piping installed prior to May 1, 1974 to be upgraded or removed from service by January 1, 1991. The purpose of this letter is to alert you to these requirements. If the tank(s) that you own have not been upgraded, we advise you to seek further information from your fuel supplier or a contractor registered under the Gasoline Handling Act.

The Ontario legislature passed amendments in June 1988 to the Gasoline Handling Act which:

- required fuel suppliers to provide the Fuels Safety Branch with location(s) of private outlets with underground storage tanks for registration purposes. If registration is not completed by January 1, 1991, suppliers will be prohibited by law from delivering fuel to unregistered tanks.
- make it illegal after January 1, 1991 to use the underground storage tanks which do not meet safety requirements.

Penalties, of up to \$10,000 and/or one year in jail may be imposed, for supplying fuel to an underground, unregistered tank or for using an unregistered tank.

c.c. H. DeBorja, *Language*  
c.c. H. Kerr, *Fleet Services* OVER  
c.c. C. Murray, *Fleet Services*

The enclosed application for tank registration is to be completed and returned to:

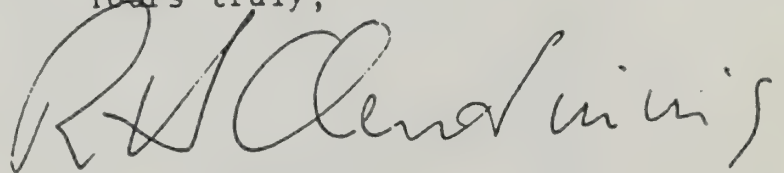
Ministry of Consumer & Commercial Relations  
Fuels Safety Branch  
3300 Bloor Street West  
4th floor, West Tower  
Etobicoke, Ontario  
M8X 2X4

If completed satisfactorily, a tank registration certificate will be returned to you.

Your prompt attention to this letter is hereby requested.


If you have any further questions or concerns, please contact A. I. MacIver or J.J. Gerdels of the Fuels Safety Branch at (416) 234-6030.

Yours truly,

A handwritten signature in dark ink, appearing to read "R. H. Clendinning". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

R. H. Clendinning  
Director  
Fuels Safety Branch

Enclosure

A faint, rectangular stamp or mark, possibly a date stamp, located below the word "Enclosure". It appears to contain some numbers or a date, but they are too light to read clearly.



City of Hamilton  
Treasury  
**38**  
1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Fleet Services, Division of Public Works
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: Ventilation System
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Provide heated fresh air to main garage area at Central  
Garage, 177 Bay St. N., Hamilton. Comply with requests from  
Ministry of Labour, Health & Safety, City of Hamilton, Safety  
Officer. Original complaints from employees working at the  
above location.
4. (a) PROJECT STARTING DATE: 1990  
(b) PROJECT FINISHING DATE: 1991  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: \_\_\_\_\_
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 73,872.00  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ Nil  
(c) NET CITY'S COST: \$ \_\_\_\_\_
- |   |                | NO. OF PERSON<br>YEARS CREATED |             |
|---|----------------|--------------------------------|-------------|
| 6. (a) YEAR OF EXPENDITURE  | - 1990         | \$ <u>73,872.00</u>            | <u>1.85</u> |
|   | - 1991         | \$ <u>59,400.00</u>            | <u>1.50</u> |
|   | - 1992         | \$ _____                       | _____       |
|   | - 1993         | \$ _____                       | _____       |
|   | - 1994         | \$ _____                       | _____       |
|   | - 1995 & after | \$ _____                       | _____       |
| (b) TOTAL NUMBER OF PERSON YEARS CREATED:   |                | <u>3.35</u>                    |             |
| 7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT:  |                | <u>Nil</u>                     |             |
| 8. ADDITIONAL ANNUAL OPERATING COST:  |                | \$ _____                       |             |
| 9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:<br><u>Charges could be laid by the Ministry of Labour, Occupational</u><br><u>Health and Safety Division, for non-compliance.</u> |                |                                |             |
| 10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  |                |                                |             |
| NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> - AT CITY'S COST OF \$ _____  |                |                                |             |
| - SCHEDULED TO START IN THE YEAR _____  |                |                                |             |

\_\_\_\_\_  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

ESTIMATES FOR 1991-1991 CAPITAL BUDGET

FLEET SERVICES - CENTRAL GARAGE

1991

Heated fresh air supply for Central Garage area:		\$68,400.00
	PST	<u>5,472.00</u>
Total Estimated Cost:		\$73,872.00

Logic:

Prevention of pulmonary illnesses and protection of overall health of employees working in the shop and office areas that are exposed to carbon monoxide, carbon dioxide and other poisonous fumes created by welding and internal combustion engines.

Reason:

Continual complaints by employees regarding quality of air causing breathing problems and eye problems. Complaints made to the Safety Officer.

Recommendation made by the Safety Officer that the problem be resolved as quickly as possible and that we create as clean an environment as possible to ensure that the health of employees is not put in jeopardy.

The testing results and recommendations from the Consulting Engineering firm are attached.

1991

Heated fresh air supply for Body Repair Shop:		\$55,000.00
	PST	<u>4,400.00</u>
Total Estimated Cost:		\$59,400.00

Same Logic and Reason as above. These estimates were received in 1989. I have added a 10% inflation factor for 1991.

CM:sl  
Encl.

cc: Mr. G. Kerr, Manager, Fleet Services  
Mr. C. Guthro, Superintendent of Operations

### 3.0 RESULTS

The results of air sampling (refer to Table 1) indicate that the concentration of total welding fume for sample #1 (14.65 mg/m<sup>3</sup>) was almost three times higher than 5 mg/m<sup>3</sup> which is the TWAEV (Time-Weighted Average Exposure Value) set by the Ontario Ministry of Labour. (Refer to Regulation 654/86, Part 8 - Regulation Respecting Control of Exposure to Biological or Chemical Agents - Made under the Occupational Health and Safety Act.) Sample #2 (4.16 mg/m<sup>3</sup>) approached the TWAEV level of 5 mg/m<sup>3</sup>.

Two area samples, #3 (2.47 mg/m<sup>3</sup>) and #4 (3.06 mg/m<sup>3</sup>) were below the TWAEV level, but approached or exceeded the action level (50% of TWAEV). Sample #5 (1.04 mg/m<sup>3</sup>) was well below the TWAEV level of 5 mg/m<sup>3</sup>, but indicated the movement of welding fume to the opposite end of the garage.

## 5.0 DISCUSSION

The results of the air sampling indicated that concentrations of total welding fume for Sample #1 is 14.56 mg/m<sup>3</sup>, which exceeds the TWAEV level of 5 mg/m<sup>3</sup> by almost three times. This high level of welding fume is a result of using a canopy hood for welding fume control. Canopy hoods are not recommended for this type of work because they draw the air containing welding fume (high concentration) through the welder's breathing zone which results in a high exposure to welding fume. As well, this bench is in a corner of the garage where there is little or no movement.

Sample #2 (4.16 mg/m<sup>3</sup>) was taken on welder #2, who worked without any local exhaust ventilation but in an area of considerable air movement caused by a door in that corner of the garage which was opened frequently.

Samples #3 (2.47 mg/m<sup>3</sup>) and #4 (3.06 mg/m<sup>3</sup>) were taken in order to establish the efficiency of exhaust ventilation. The results show that ventilation systems are not adequate to control the sources of welding fume.

Sample #5 was taken in order to establish how far the welding fume can spread and indicate the efficiency of the general ventilation (roof fans, wall fans). The result shows that general ventilation in the garage cannot perform properly because of a shortage of make-up air.

Total exhaust volume is approximately 19,500 CFM. There is no make-up air supplied to replace this volume. Presently, all make-up air enters by infiltration through the small gaps and cracks in the building walls and doors.



## 6.0 RECOMMENDATIONS

Based on the results of air sampling and the ventilation survey, we recommend that the following ventilation systems be designed and installed

### 1) Welding Fume Extraction System

Using flexible hoses and magnetized suction heads connected to a high vacuum exhauster via PVC ductwork will significantly improve the exposure of the welders to welding fumes (see Figure 1).

Another advantage of using this system is its small exhaust volume, only 1000 CFM. As a result, the canopy hood exhaust system (3,400 CFM) will no longer be required.

### 2) Heated Air Make-up System

To ensure proper function of the fume exhaust system, an air make-up system should be provided. This system will need to be sized at approximately 20,000 CFM.

RPR Consultants can design and estimate the cost of the complete package of welding fume control and air make-up system. We can also conduct the required welder training.

The proper combination of these elements will give the Central Garage the most cost-effective control.

City of Hamilton  
Treasury  
**3C**  
1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Fleet Services Division of Public Works
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: Renovations to Office and Yards
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
1. Renovations to office area - create more office space, furniture  
2. Expansion of parking lot  
3. Renovations to Lunchroom (Chedoke yard)  
(See attached)
4. (a) PROJECT STARTING DATE: 1990  
(b) PROJECT FINISHING DATE: 1990  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: No
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 35,290.00  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ Nil  
(c) NET CITY'S COST: \$ 35,290.00
- |        |                                       | NO. OF PERSON<br>YEARS CREATED |            |
|--------|---------------------------------------|--------------------------------|------------|
| 6. (a) | YEAR OF EXPENDITURE - 1990            | \$ <u>35,290.00</u>            | <u>.88</u> |
|        | - 1991                                | \$ _____                       | _____      |
|        | - 1992                                | \$ _____                       | _____      |
|        | - 1993                                | \$ _____                       | _____      |
|        | - 1994                                | \$ _____                       | _____      |
|        | - 1995 & after                        | \$ _____                       | _____      |
| (b)    | TOTAL NUMBER OF PERSON YEARS CREATED: |                                | <u>.88</u> |
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: Nil
8. ADDITIONAL ANNUAL OPERATING COST: Nil
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Overcrowding creating bad working conditions, bad for morale.  
Must create space for computer systems.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

\_\_\_\_\_  
Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

\_\_\_\_\_  
Signature of C.A.O.  
(for Executive Committee)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

Corporation of the City of Hamilton

Memorandum

\*\*\*\*\*

TO: Mr. Charles Murray, Office Manager,  
Central Garage Division,  
Department of Public Works

FROM: Donald Keba  
Project Manager

OUR FILE: AD.89.023  
PHONE: (416) 526-4611

SUBJECT: RENOVATIONS TO CENTRAL GARAGE OFFICE  
AREA - COST ESTIMATE -

DATE: 1989 October 11

As requested at our October 4th, 1989 meeting, listed below is a Class 'D' Estimate for the renovations discussed.

1: CONSTRUCTION COSTS:

1)	Removal of existing dwarf wall - repair floor and wall .....	\$ 500.00
2)	Alter existing interior fixed window to sliding glass .....	\$ 500.00
3)	Remove & relocate existing cupboards, sink, stove & fridge, repair floor & wall, provide new plumbing & electrical service .....	\$ 4,500.00
4)	New wall, door & frame painted .....	\$ 2,000.00
5)	Add ventilation duct & grill .....	\$ 1,000.00
6)	Clean-up .....	\$ 500.00
		<hr/>
		\$ 9,000.00
7)	Contractors Profit & Overhead @ 25% .....	\$ 2,300.00
8)	Construction Contingency @ 10% .....	\$ 1,200.00
		<hr/>
TOTAL CONSTRUCTION ESTIMATE .....		\$ 12,500.00

Called R. Swan Property Maintenance 11:30 AM Oct 12/89  
no answer.

RECEIVED

OCT 12 1989

CENTRAL GARAGE

MADES FOR 1991 CAPITAL BUDGET

FLEET SERVICES (CENTRAL GARAGE)

1990

Renovations to Central Garage office:		\$12,500.00
	PST	Incl.
Office Furniture: 2 Desks		2,500.00
2 Chairs		900.00
1 3-drawer Lateral File Cabinet		700.00
1 Credenza		<u>600.00</u>
Total Estimated Cost - Renovations & Furniture:		\$17,200.00

Reason:

To create much needed office space made necessary by the addition of

- A. Manager
- B. Superintendent of Operations
- C. Aquisitions Officer

Remove kitchen appliances from present location in office lunchroom and create additional office. Add a room to other part of building and create a lunchroom. See attached.

1990

Extension to front parking lot -		
Approximately 3,500 sq. ft.:		\$ 6,000.00
	PST	480.00
Retaining wall approximately 60 ft.:		5,500.00
	PST	<u>440.00</u>
Total Estimated Cost:		\$12,420.00

Reason:

Due to the increased number of staff (Manager, Superintendent of Operations, Aquisitions Officer), it is necessary to expand the upper front parking lot. Space is also required for visitors, salespersons, etc. This work can be done in-house.

1990

Renovations to Chedoke Workshop -		
Create lunch room & paint complete shop:		\$5,250.00
	PST	<u>420.00</u>
Total Estimated Cost:		\$5,670.00

These estimates were received in 1989. I have added a 5% inflation factor for 1990



Reason

in appetizing and healthful environment for employees to sit down and eat their meals during their break periods. At present, they are required to eat in the work area which is not healthful or a proper environment and is bad for morale.

CM:sl

Encl

cc. Mr. G. Kerr, Manager, Fleet Services  
Mr. C. Guthro, Superintendent of Operations



FOR ACTION

7.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 November 13  
COMM FILE: 3-2.2  
DEPT FILE: 89-1030

SUBJECT: Recycling Concrete

RECOMMENDATION:

That the Public Works Department be permitted to recycle concrete by crushing concrete into granular material at its various yards.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

APPROXIMATELY 3,326 TONNES OF GRANULAR "A"  
PURCHASED ANNUALLY @ \$7.61 PER TONNE \$25,314

TIPPING FEES PAID FOR APPROXIMATELY  
2,500 TONNES OF CLEAN CONCRETE (1989) \$20,000

AMOUNT SAVED BY NOT  
-PAYING TIPPING FEES TO DUMP  
-HAVING TO PURCHASE GRANULAR "A" \$45,314

ESTIMATE OF COST TO CRUSH CLEAN CONCRETE  
2,500 TONNES @ \$5.30 PER TONNE \$13,250

NET AMOUNT SAVED ANNUALLY BY THE  
CITY BY RECYCLING CLEAN CONCRETE \$32,064

By recycling clean concrete through the year; not hauling the concrete to dumps where tipping fees must be paid, but by crushing the concrete over the winter and then using the granular "A", the City will save approximately \$32,000 annually.

BACKGROUND:

A few years ago, the Public Works Department stopped recycling concrete into granular material because there were some concerns about the noise that the crushing operation created.

With the emphasis on recycling and minimizing landfilling efforts, staff are of the opinion that concrete should be crushed over the winter and spring so that the granular, resulting from the crushing of concrete, can be used in City projects as backfill.

Accordingly, rather than hauling concrete from construction sites, sidewalks and/or roadways to landfill sites, where on most occasions tipping fees are charged, the concrete sections should be hauled to and stockpiled in a Public Works yard, such as Brampton Street Yard, B. A. Court Yard, Chedoke Yard and the Upper Ottawa Street Yard. In the winter and spring, the concrete can then be crushed so that the crushed material - granular, can be used as backfill in either sidewalk or road projects by the same crews who previously hauled the concrete to the yards.

It is economically feasible to do this, not only because of the savings in tipping fees where the concrete would be hauled to and dumped, but also because there is a by-product from the crushing - granular material. Furthermore, with the Streets yards being reasonably located within the various areas, there will also be savings in equipment time, as well as staff time, in not having to haul considerably longer distances. As well, in the spring, after the material is crushed, another savings would be realized because sufficient granular materials would be readily available right in the same yards where the men and equipment are located.

To enable the concrete to be recycled, and the City to save money, a temporary crushing operation will be required at each site over the winter and/or spring. Arrangements will be made in the specifications to ensure that these directions are followed.

JGP/jdh

c.c. Mr. D. Lobo, Manager, Streets and Sanitation



## FOR ACTION

8.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1989 November 13  
COMM FILE:  
DEPT FILE: 80.10.1(b)  
(4509)

SUBJECT: Conveyance of Berm Easements to the Region  
Mountain East-West Transportation Corridor

### RECOMMENDATION:

That the following list of berm easements be transferred to the Regional Municipality of Hamilton-Wentworth at no cost, for the construction of berms or noise barriers:

<u>Grantor</u>	<u>Reference Plan &amp; Parts</u>	<u>Description</u>
Stanlow Holdings Ltd.	Parts 1,2 & 9 to 20 incl.	Blks.A & B.Pt. Lots 27 to 38 incl..M-286
Antonio & Maria Marques	Part 3, 62R-6424	Pt.Lot 21.M-286
Homex Co.Ltd.	Part 4, 62R-6424	Pt.Lot 22.M-286
Homex Co.Ltd.	Part 5, 62R-6424	Pt.Lot 23.M-286
Homex Co.Ltd.	Part 6, 62R-6424	Pt.Lot 24.M-286
Homex Co.Ltd.	Part 7, 62R-6424	Pt.Lot 25.M-286
Homex Co.Ltd.	Part 8, 62R-6424	Pt.Lot 26.M-286
Ontario Housing Corp.	Parts 5-13 incl. 62R-3669	Pt.Lots 5 - 13 incl.. M-229
Oakington Construction Limited	Part 3, 62R-3675	Parcel 16-1 Section Bar-7 Pt.Lot 16.Con.7 Barton
Attilio Bollella and John Anthony Parente	Parts 1-12 incl. 62R-5899	Pt.Lots 1-6 incl. M-310

McLaughlin Taro  
Developments Limited

Parts 39-48 incl.  
and Parts 50-61  
incl., 62R-3044  
Parts 1 & 2  
62R-3082

Pt. Lots 39-48 and  
50-61, incl. M-188  
and Pt. Lots 38 & 49  
M-188

  
D. W. Vyce

FINANCIAL IMPLICATIONS: N/A

BACKGROUND:

A number of berm easements were acquired by the City of Hamilton under "Residential Standards - To Control the Effects of the Freeway Noise" whereby the City acquired easements, at no cost, along the route of the Freeway for construction of a berm or noise barrier. On October 28, 1980, City Council adopted Item 20 of the 46th Report of the Board of Control authorizing the assignment of 18 noise berms along the Freeway path to the Region. A further 11 berm easements acquired by the City have been found through a title search of adjoining lands. These easements were not listed on the Schedule attached to the 1980 City Council resolution, and the Region is requesting the transfer of these 11 additional easements.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. R. Douglas, Supervisor, Surveys Department

- Mr. D. Turvey, Project Director, Freeway Steering Committee

10-11-1982

PLAN 62R-6424

RECEIVED AND DEPOSITED

Oct 13, 1982 Patricia McQuinn  
LAND REGISTRAR FOR THE LAND TITLES  
DIVISION OF WENTWORTH (NP 62)

APPROVED

Oct 17, 1982

ASSISTANT EXAMINER OF SURVEYS

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND  
TITLES ACT.

SEPTEMBER 20, 1982

DATE

LAWRENCE DAWDY

PARTS 1, 2, AND 7 TO 20 (BOTH INCLUSIVE) - PART OF PARCEL PLAN 1,  
SECTION M-286.

PART 3 - PART OF PARCEL BL-1, SECTION M-286

PART 4 - PART OF PARCEL R2-1, SECTION M-286

PARTS 18, 19, 20 (BOTH INCLUSIVE) - SUBJECT TO EASEMENT AS IN TRANSFER 9367812  
TRANSFER 95163 L.I.

PART 5 - PART OF PARCEL 23-1, SECTION M-286

PART 6 - PART OF PARCEL 24-1, SECTION M-286

METRIC

DISTANCES SHOWN ON THE PLAN ARE IN METRES AND CAN  
BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

COMPILED PLAN

SHOWING

PART OF BLOCKS A, B AND

PART OF LOTS 21 TO 38 (BOTH INCLUSIVE)

REGISTERED PLAN N° M-286

IN THE

CITY OF HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE 1:750

0 5 10 15 20 25 30 METRES

A.J. CLARKE O.L.S.

1982

CAUTION:

THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE  
MEANING OF THE PLANNING ACT.

NOTE:

1. ALL PARTS LIE WITHIN THE LIMITS OF THE LOTS AND  
BLOCKS SHOWN IN THE SCHEDULE

2. ALL PARTS HAVE A PERPENDICULAR DEPTH OF 15.240m

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THIS PLAN IS AN ACCURATE COMPILATION  
BASED ON DATA DERIVED FROM PLAN M-286 AND PLAN  
62R-5256.

SEPTEMBER 20, 1982

DATE

A.J. CLARKE

ONTARIO LAND SURVEYOR

A.J. CLARKE AND ASSOCIATES

PROFESSIONAL ENGINEERS AND ONTARIO LAND SURVEYORS  
HAMILTON, ONTARIO

FILE ALL INFORMATION CONCERNING THIS PLAN AND  
BLOCKS SHOWN IN THIS SCHEDULE

PART	LOT	PART	LOT	PART	LOT
1	23	9	27	13	31
2	24	10	28	14	32
3	25	11	29	15	33
4	26	12	30	16	34
5	27	13	31	17	35
6	28	14	32	18	36
7	29	15	33	19	37
8	30	16	34	20	38

COLGATE COURT

CLIFTON DOWNS ROAD

PLAN M-243

CLIFTON DOWNS ROAD

CLIFTON DOWNS ROAD

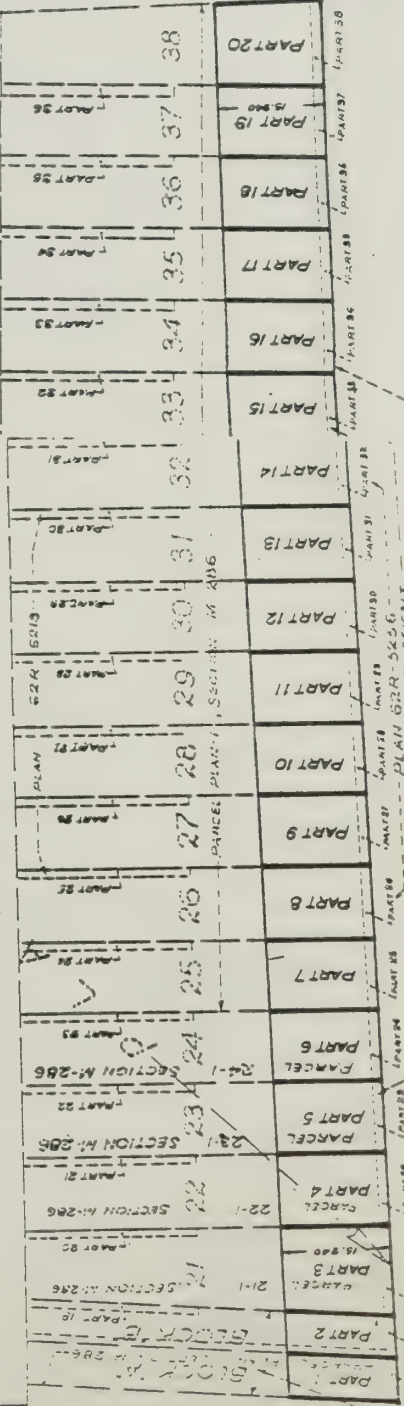
PART 2 PLAN 62R-5256

LOT 20

CONCESSION

SUBJECT TO EASEMENT AS IN TRANSFER 9367812

SUBJECT TO EASEMENT IN TRANSFER 95163 L.I.







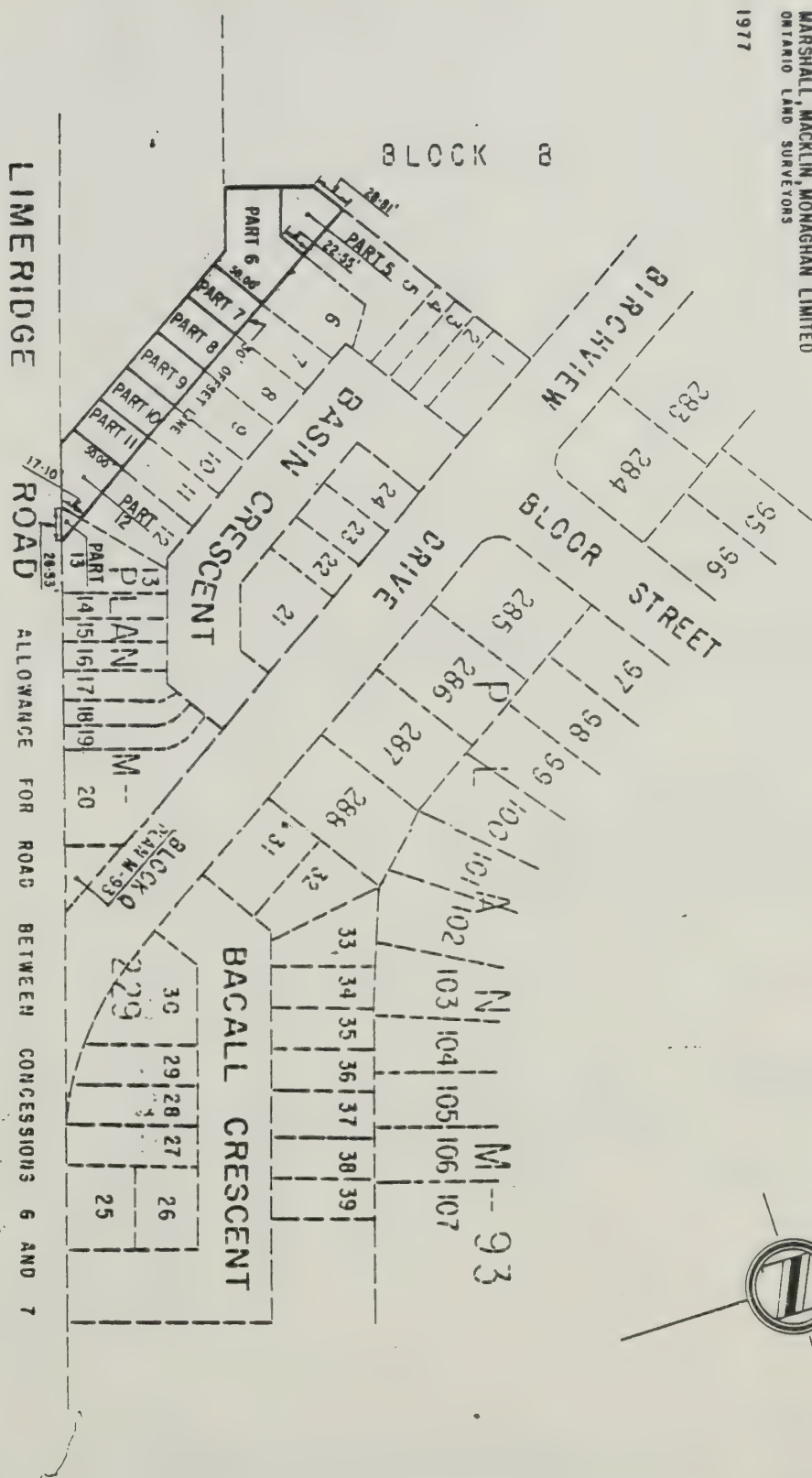
**PARTS OF LOTS 5 10 13 INCLUSIVE  
PLAN M-229 BERRISFIELD MEADOWS TWO  
CITY OF HAMILTON**

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

SCALE 1" = 100'

MARSHALL, MACKLIN, MONAGHAN LIMITED  
ONTARIO LAND SURVEYORS

1977



**NOTES**

PARTS 5, 6, 12 AND 13 AS SHOWN.

PARTS 7, 8, 9, 10 AND 11 HAVE A PERPENDICULAR  
WIDTH OF 50 FEET.

ALL PARTS LIE WITHIN THE LIMITS OF LOTS

**SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY THAT:

THIS PLAN IS AN ACCURATE COMPILATION  
BASED ON DATA DERIVED FROM PLAN M-

Approved 15 JULY 1977	Assistant Examiner of Surveys
PLAN 62R-3669	Recorded under No. 59
Registered 19th July	Deputy Land Registrar
PARTS 5 TO 13 INCLUSIVE PART OF PARCEL PLAN - SECTION M-229	



MERIDGE ROAD EAST ROAD ALLOWANCE BETWEEN CONCESSIONS 6 AND 7

749  
PART I PLAN 62R-2474  
PART 13 PLAN 62R-331  
INSTRUMENT NO 21259 A.B.

370.00' N 71° 33' 38" W

1170.68' FEET 0.14' WEST

MADE 12.00' PLAN 62R-415

15.00' MADE 12.00' PLAN 62R-415

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PART I PLAN 62R-457

LOT 16 CONCESSION 7

PART I PLAN 62R-415

PART 2

PART 1A PLAN 62R-497

PART 4

PART 6

PART 3

PART 2A PLAN 62R-497

PART 5

PART 15 PLAN 62R-331

INSTRUMENT NO 18918 B.L.

MADE 185.00' N 71° 33' 38" W

15.00' MADE 12.00' PLAN 62R-415

0142.00' FEET 0.14' WEST

0145.28' FEET 0.30' WEST

N. 33° 10' (WITNESS) 3.68' NORTH

049.13' FEET 0.30' WEST

FEET 0.40' NORTH

CHANGING 01.00.00' TO 510.

INSTRUMENT NO 810472 A.B.

PART 3

130.00' N 71° 04' 48" W

130.00' N 71° 13' 38" W

130.00' N 71° 13' 38" W

130.00' N 71° 13' 38" W

130.00' N 71° 13' 38" W

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130.00' N 71° 13' 38" W

130.00' N 71° 13' 38" W

130.00' N 71° 13' 38" W

130.00' N 71° 13' 38" W

CHIEF OF LOT 16 IS ACCORDING TO SURVEY NO 623

CONTAINED HEREIN 12.15.00 AS SHOWN ON DEPOSITED PLAN NO 1772 MISC. 1

WEST FIFTH STREET  
ROAD OFF TOWNSHIP LOT 15

A. J. Clarke & Associates  
PROFESSIONAL ENGINEERS AND SURVEYORS  
SUITE 113 PROFESSIONAL AND BUSINESS BUILDING  
135 JAMES STREET SOUTH  
KAMATHUR, ONTARIO

62R-3675





[illegible][illegible]

The map shows Block 28, a rectangular block bounded by ELENA COURT to the north and COURT to the south. The block is divided into 36 lots, numbered 1 through 36. Lots 1 through 10 are on the east side of ELENA COURT, and lots 11 through 20 are on the west side. Lots 21 through 36 are on the east side of COURT. The map includes various lot dimensions, such as 12, 15, 18, 20, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, and 37. It also includes area calculations, such as 1.2, 1.5, 1.8, 2.0, 2.2, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 3.0, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, and 3.7. The map is titled "BLOCK 28" and "PLAN".

Lot	Area	Dimensions
1	1.2	12 x 12
2	1.5	15 x 12
3	1.8	18 x 12
4	2.0	20 x 12
5	2.2	22 x 12
6	2.4	24 x 12
7	2.5	25 x 12
8	2.6	26 x 12
9	2.7	27 x 12
10	2.8	28 x 12
11	2.9	29 x 12
12	3.0	30 x 12
13	3.1	31 x 12
14	3.2	32 x 12
15	3.3	33 x 12
16	3.4	34 x 12
17	3.5	35 x 12
18	3.6	36 x 12
19	3.7	37 x 12
20	3.8	38 x 12
21	3.9	39 x 12
22	4.0	40 x 12
23	4.1	41 x 12
24	4.2	42 x 12
25	4.3	43 x 12
26	4.4	44 x 12
27	4.5	45 x 12
28	4.6	46 x 12
29	4.7	47 x 12
30	4.8	48 x 12
31	4.9	49 x 12
32	5.0	50 x 12
33	5.1	51 x 12
34	5.2	52 x 12
35	5.3	53 x 12
36	5.4	54 x 12



PLAN  
48, BOTH INCLUSIVE  
61, BOTH INCLUSIVE

PART 39	LOT 39
PART 40	LOT 40
PART 41	LOT 41
PART 42	LOT 42
PART 43	LOT 43
PART 44	LOT 44
PART 45	LOT 45
PART 46	LOT 46
PART 47	LOT 47
PART 48	LOT 48
PART 49	LOT 49
PART 50	LOT 50
PART 51	LOT 51
PART 52	LOT 52
PART 53	LOT 53
PART 54	LOT 54
PART 55	LOT 55
PART 56	LOT 56
PART 57	LOT 57
PART 58	LOT 58
PART 59	LOT 59
PART 60	LOT 60
PART 61	LOT 61

THE CHEDOKO PLAN  
REGISTERED PLAN 780

DAISY STREET

62R-3044

**SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY  
THAT THIS PLAN IS AN ACCURATE COMPILATION  
BASED ON DATA DERIVED FROM THE CHEDOKO  
FARM (PHASE 5), REGISTERED PLAN M-186

**NOTES**

ALL PARTS SHOWN HEREON LIE WHOLLY WITHIN  
THE LIMITS OF THE LOT OF THE SAME NUMBER.  
ALL PARTS HAVE A PERPENDICULAR OR RADIAL  
WIDTH OF 50-00 FEET

MAY 18 1976

*[Signature]*

SECTION 3  
TOWNSHIP 15 N  
RANGE 24 E

REGISTERED

PLAN

188

R 23068 31'

R 23018 31'

SECTION 3  
TOWNSHIP 15 N  
RANGE 24 E

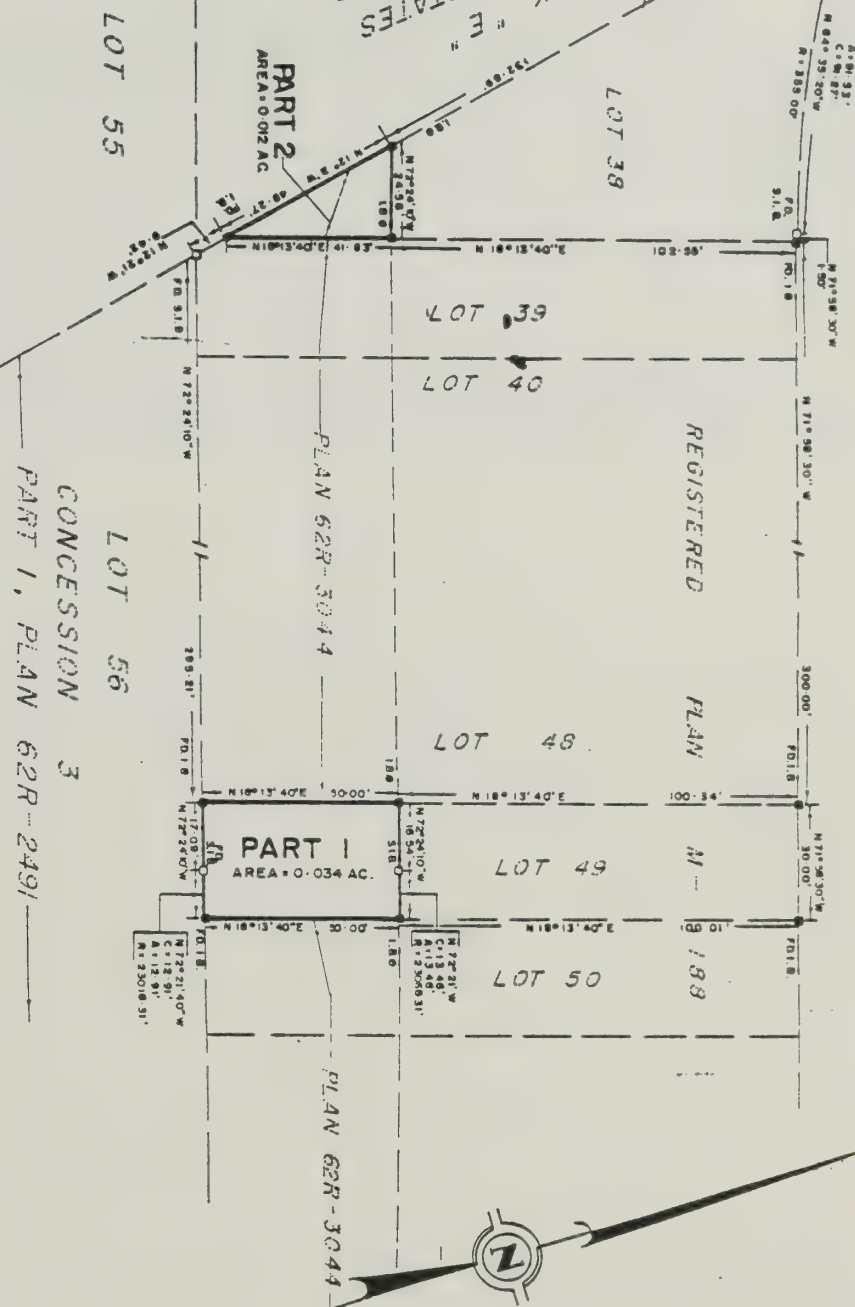




MAGNOLIA DRIVE

OAKINGTON ESTATES "E"  
BLOCK PLAN M-152

PLAN OF SURVEY  
OF PART OF LOTS 38 AND 49



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY:  
1. THAT THIS SURVEY AND PLAN ARE CORRECT AND  
ACCORDANCE WITH THE SURVEYOR'S ACT AND THE  
TITLES ACT AND THE REGULATIONS MADE THEREU  
2. THAT I WAS PRESENT AT AND PERSONALLY SUP  
THE SURVEY REPRESENTED BY THIS PLAN  
3. THAT THIS PLAN CONTAINS A TRUE COPY OF TH  
FIELD NOTES OF SURVEY  
4. THAT THE SURVEY WAS COMPLETED ON THE 14  
DAY OF MAY, 1976.

MAY 18, 1976.

*John F. Mantle*  
JOHN F. MANTLE  
ONTARIO LAND SURVEYOR

LEGEND

— O.I.B. — DENOTES A 1" SQ. IRON BAR 4" LONG  
— I.B. — DENOTES A 5/8" SQ. IRON BAR 2" LONG  
— R.I.B. — DENOTES A 5/8" ROUND IRON BAR 2 LONG

BEARINGS SHOWN HEREON ARE ASTRONOMIC A  
ARE REFERRED TO THOSE SHOWN ON THE CHEE  
FARM (PHASE D), REGISTERED PLAN M-188

ALL HANGING LINES SHOWN HEREON HAVE  
BEEN VERIFIED.

PLAN 62R-3044  
RECORDED UNDER NO. 46121,  
REGISTERED 13th July, 1971  
*John F. Mantle*  
OFF. LAND REGISTRAR  
PARTS 1 AND 2, PART OF PARCE  
PLAN-1, SECTION M-188

L-1204



FOR ACTION

9.

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport and Environment Committee

FROM: Philip R.A. Hooker  
Acting City Solicitor

DATE: 1989 October 25  
COMM FILE:  
DEPT FILE: 55-0/89.5

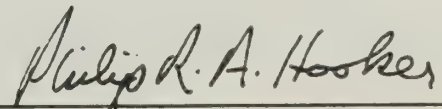
SUBJECT:

Expropriation of Part of Lot 1 and Lot 2, Registered Plan 909  
Properties known Municipally as parts of 564 and 570 Stone Church Road East

RECOMMENDATION:

That the City Clerk be authorized and directed to:

- (a) give Notice of the City's application for approval to expropriate for highway and municipal purposes, two parcels of land measuring firstly, 37.19 feet by 140.58 feet (irregular), known municipally as Part of 564 Stone Church Road East and described as Parts 2, 3, and 4 on Plan 62R-10529 and secondly, 26.46 feet by 140.58 feet (irregular), known municipally as Part of 570 Stone Church Road East, and described as Parts 5, 6, 7, 8, and 9 on Plan 62R-10529. This Notice shall be given to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said lands;
- (b) advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and,
- (c) sign and receive the said application for approval of these expropriations.



P.R.A. Hooker  
Acting City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On April 25, 1989 (Item 1, 9th Report, Transport and Environment Committee), Council authorized that steps be commenced to expropriate part of 564 and 570 Stone Church Road East.

As the required lands have been surveyed and searched, the next step under the Expropriations Act is to apply for approval of these expropriations and to give Notice of the City's intention to the owners as authorized by the above recommendation.

Each Notice shall indicate that an inquiry may be requested to report to Council as to whether or not the proposed expropriations are fair, sound and reasonably necessary to achieve the expropriations' objectives. Subsequently, if no inquiry is requested or after an inquiry is held, Council may then consider enacting an expropriation by-law.

LF:mm

c.c. Mr. D. W. Vyce, Director of Property

c.c. Mr. G. S. Spencer, Commissioner of Engineering  
Attention: Mr. R. Douglas. O.L.S.



F O R   A C T I O N

10.

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           G.S. SPENCER  
                  COMMISSIONER OF ENGINEERING

DATE:   1989 October 24  
COMM FILE:   3-11.9.1  
DEPT. FILE: T103-23(5)  
ID Jackie

SUBJECT

Temporary Change of Depew Street Between Burlington Street & Gertrude Street from Two-Way to One-Way South, Annually in December, on Sunday

RECOMMENDATION

That the application of Dofasco Incorporated to temporarily change Depew Street from a two-way street to a one-way street between Burlington Street and Gertrude Street, annually in December, on Sunday 8:00 a.m. to 5:00 p.m. to facilitate their "Annual Christmas Party" be approved, subject to the following conditions:


- a)   That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b)   That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, at the expense of the organizing group;
- c)   That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the Region;
- d)   That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- e)   That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

Cont'd .....

October 24, 1989

Temporary Change of Depew Street Between Burlington Street & Gertrude Street for Two-Way to One-Way South Annually in December, on Sunday Cont'd .....

- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the route be notified of the change in the street by the application at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

  
G.S. Spencer  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Although there is no written policy, it has been Council's practice to approve such requests, provided that there is no cost to the City as a result, and the events are under the supervision of the Regional Police.

Council Approved a similar application last year. .

JKC:ja

cc: Staff Sgt. W. Martin, Regional Police Department  
cc: J.G. Pavelka, Director, Department of Public Works  
cc: M. Main, Director, Traffic Services  
cc: Alderman D. Drury  
cc: Alderman P. Hinkley

F O R   A C T I O N

11.

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           G. S. SPENCER,  
                  COMMISSIONER OF ENGINEERING

DATE: November 1, 1989  
COMM FILE: 3-115  
DEPT FILE: T103-50  
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreements


RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a)   That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b)   That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- c)   That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

FINANCIAL IMPLICATIONS

See above "Recommendation".

  
\_\_\_\_\_  
G. S. Spencer  
Commissioner of Engineering

-Page 2-

November 1, 1989

Cont'd ....

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachment in the past.

JKC:nq

c.c. L. Farr, City Solicitor's Dept.



SCHEDULE "A"

<u>Address/Location</u>	<u>Type of Encroachment</u>	<u>Owner</u>	<u>Solicitor/Agent Address</u>	<u>Fees 1st Year/Annual</u>	<u>File No.</u>
124 Steven Street Public Assumed Alleyway south of Cannon St. E. between Steven Street and Ashley Street	Porch 2.33' X 7.0' Building 2.33' X 36.08' Conc. Stoop 2.33' X 8.0'	Mr. & Mrs. Michael Lyn Mr. John Macfarlane	Miller, Alexander, Isaacs and Miller Barristers and Solicitors Suite 201, Stelco Tower 100 King Street West Hamilton, Ontario. L8P 1A2 <u>Attn: John Paul Millar</u>	\$105.00 - \$20.00	T103-50(758)
17 Mulberry Street Mulberry Street	Conc. Veranda 18.75' X .45'	Skylight Holdings Ontario Inc.	Chaman and Associates Barristers and Solicitors 947 Main Street East Hamilton, Ontario. L8M 1M9 <u>Attn: Randall E. Walker</u>	\$105.00 - \$20.00	T103-50(778)
9 Roxborough Avenue Roxborough Avenue	Conc. Steps 0.49' X 5.0'	McDougall/Gatecliffe	Agro, Zaffiro, Parenta, Orzel, Hubar, and Baker 3900-100 Main Street East Hamilton, Ontario. L8N 3G6 <u>Attn: John W. Logan</u>	\$105.00 - \$20.00	T103-50(808)
75 Oak Avenue Oak Avenue	Porch 3' X 21' Steps 3.83' X 5.0'	A. C. Quintal	A. C. Quintal P.O. Box 822, Station "A" Hamilton, Ontario. L8L 3S6	\$105.00 - \$20.00	T103-50(810)
276 Stanley Avenue Stanley Avenue	Stone Steps 3.5' X 4.5'	G. Legere	G. Legere 276 Stanley Avenue Hamilton, Ontario. L8P 2L6	\$105.00 - \$20.00	T103-50(823)
111 South Oval, South Oval	Steps 2.04' X 10.0'	Eugene & Brenda Maikawa	Leggat, Keesmaat and Dixon Barristers and Solicitors 20 Hughson Street South Hamilton, Ontario. L8N 3P6 <u>Attn: Paul S. Dixon</u>	\$105.00 - \$20.00	T103-50(820)

<u>Address/Location</u>	<u>Type of Encroachment</u>	<u>Owner</u>	<u>Solicitor/Agent Address</u>	<u>Fees 1st Year/Annual</u>	<u>File No.</u>
172 Maplewood Avenue, Cedar Avenue	Building 0.28' X 75.58' Chimney 0.38' X 4.00' Bay Window 0.94' X 8.26' Patio 6.10' X 42.95'	Terry Begon	Ronald T. James Barrister and Solicitor 99 No. 8 Highway Stoney Creek, Ontario L8G 4S1 <u>Attn: Ronald T. James</u>	\$105.00 - \$20.00	T103-50(822)
50 Somerset Avenue Somerset Avenue	Steps 4' X 3.5'	Rosa Pasquali and Scott Fair	Lamont, Paquette Barristers and Solicitors 105 Main Street East Suite 1001 Hamilton, Ontario L8N 1G6 <u>Attn: Michael L. Lamont</u>	\$105.00 - \$20.00	T103-50(804)
246 Hunter Street West Hunter Street West	Concrete Steps 3.03' X 3.25'	Edward & Tracy Newdiging	Borkovich and Ingrassia Barristers and Solicitors 1 Main Street East Hamilton, Ontario. L8N 1E7 <u>Attn: Jerry Ingrassia</u>	\$105.00 - \$20.00	T103-50(806)
140 Oak Avenue Oak Avenue	Concrete Steps 6.29' X 19.9'	Munro Metal Products Limited	Munro Metal Products Limited 154 Oak Avenue P.O. Box 406, Station "g" Hamilton, Ontario. L8L 7W2 <u>Attn: Peter N. Cauchi</u>	\$105.00 - \$20.00	T103-50(824)

12.

FOR ACTION

REPORT TO: MR. R.C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G.S. SPENCER  
COMMISSIONER OF ENGINEERING

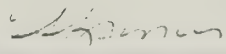
DATE: 9 November 1989  
COMM FILE: 3-11.2  
DEPT FILE: T103-40  
ID Jackie

SUBJECT

Supply and Installation of a Catch Basin in the Public Unassumed Alley to the Rear of 25 Mountain Avenue.  
Increase in Construction Cost.

RECOMMENDATIONS

- (a) That an additional amount of \$2,690 be approved for the construction of a catch basin in the unassumed alley to the rear of 25 Mountain Avenue.
- (b) That the cost be financed from Account CH 55318-52025 Catch Basin Construction.
- (c) That the firm of Cardeen Construction be engaged at a cost of \$17,000 to construct the catch basin.

  
\_\_\_\_\_  
G.S. Spencer  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

On July 25, 1989, Council in adopting Item 6 of the 12th Report of your Committee, approved the construction of the above-noted works.

Cardeen Construction was the lowest of three tenders received at that time. Before the work can commence, it is necessary to obtain an easement agreement with the owner of 25 Mountain Avenue to install the connection from the catch basin to the main sewer.

It was necessary to undertake a survey, prepare a survey plan, and draft an easement agreement. Due to the time constraints, it was not possible to complete the easement agreement prior to the expiration of the 90 day period for the tender.

Cont'd .....

-Page 2-  
November 9, 1989

Supply and Installation of a Catch Basin in the Public Unassumed Alley  
to the Rear of 25 Mountain Avenue.  
Increase in Construction Cost.

Cont'd .....

Cardeen Construction have advised that in order to complete the work an  
additional \$2,544.60 (total \$17,000) is required. With allowances for  
overhead, the additional amount required is \$2,690 (total \$18,190).  
There are sufficient funds available in the catch basin construction  
account. The Cardeen Construction quote is still lower than the other  
two original bidders (Delmar Contracting - \$19,085 and William Groves -  
\$23,461.49)

RPM:ja

*cc* *rdm*  
cc: G. Jagger  
Regional Finance  
Account # 1-59016-931-9264944

cc: L. Lawrence  
City Solicitor's Department  
Your File: 1-12/89.1

cc: E.C. Matthews  
City Treasurer



13.

F O R   A C T I O N

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           G. S. SPENCER  
                  COMMISSIONER OF ENGINEERING

DATE: 1989 November 9  
COMM FILE: 3-11.4  
DEPT FILE: S711-12  
ID Jackie

SUBJECT

Plan of Subdivision for "Kingsberry Gardens - Phase 4", Hamilton, located west of Upper Kenilworth and north of Limeridge Road East in the Lisgar Neighbourhood.

RECOMMENDATIONS


- i)       That the submitted schedules for the estimated cost of services in "Kingsberry Gardens - Phase 4", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Kenilworth Avenue and north of Limeridge Road East in the Lisgar neighbourhood. The total estimated cost of services for this development is \$431,467.94.
- ii)      That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the City of Hamilton and the owner, P. Barnett Construction Limited.
- iii)     That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv)      That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- v)       That the City's share of the cost of services for the development (\$25,678.00) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- vi)      That the City Solicitor be authorized and directed to prepare the necessary By-Law (s) to:
  - (a)   incorporate the 0.3m reserve, Block "B", on Plan 62M-225, into the Castle Street road allowance and register the By-law immediately following the adoption of this resolution by Council.

Continued .....

Plan of Subdivision for "Kingsberry Gardens - Phase 4, Hamilton

Continued .....

- (b) incorporate the 0.3m reserve, Block "33", on Plan 62M-461, into the Lockheed Drive road allowance after the plan of Subdivision for "Kingsberry Gardens - Phase 4" has been registered,

  
G. S. Spencer, P. Eng.  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Kingsberry Gardens - Phase 4" is as follows:

<u>Type of Work</u>	<u>Amount to be Financed</u>
Catch Basins and Connections	\$ 1,921.00
Sidewalks and Curbs	\$ 4,294.00
Final Roads	\$ 18,713.00
Street Lighting	\$ 750.00
Total City Share	\$ 25,678.00

A portion of the City's share (\$10,645.00) is associated with extra depth asphalt on Lockheed Drive. These monies are not recoverable in the future. The remaining portion (\$15,033.00) is associated with reserves to be established on Castle Street. These monies will be recoverable in the future.

The estimated Subdivider's share of the cost of services is \$405,789.94.

BACKGROUND

Clause 34(b) of the Third Report of the Planning and Development Committee, as adopted by City Council at its meeting held on February 9, 1988, recommend that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is P. Barnett Construction Limited.

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates Ltd. have been submitted to Regional Engineering for approval.

Continued .....

-Page 3-  
1989 November 9

Plan of Subdivision for "Kingsberry Gardens - Phase 4, Hamilton

Continued .....

Development of these lands will result in the creation of fifty (50) lots for residential use.

For the information of the Committee, there are two (2) 0.3m reserves abutting this development which are required to be incorporated into the road allowances of Castle Street and Lockheed Drive in conjunction with the registration of this plan. These reserves are as follows:

- a) Block "B", Plan 62M-225; to be incorporated into the Castle Street road allowance,
- b) Block "33", Plan 62M-461; to be incorporated into the Lockheed Drive road allowance,

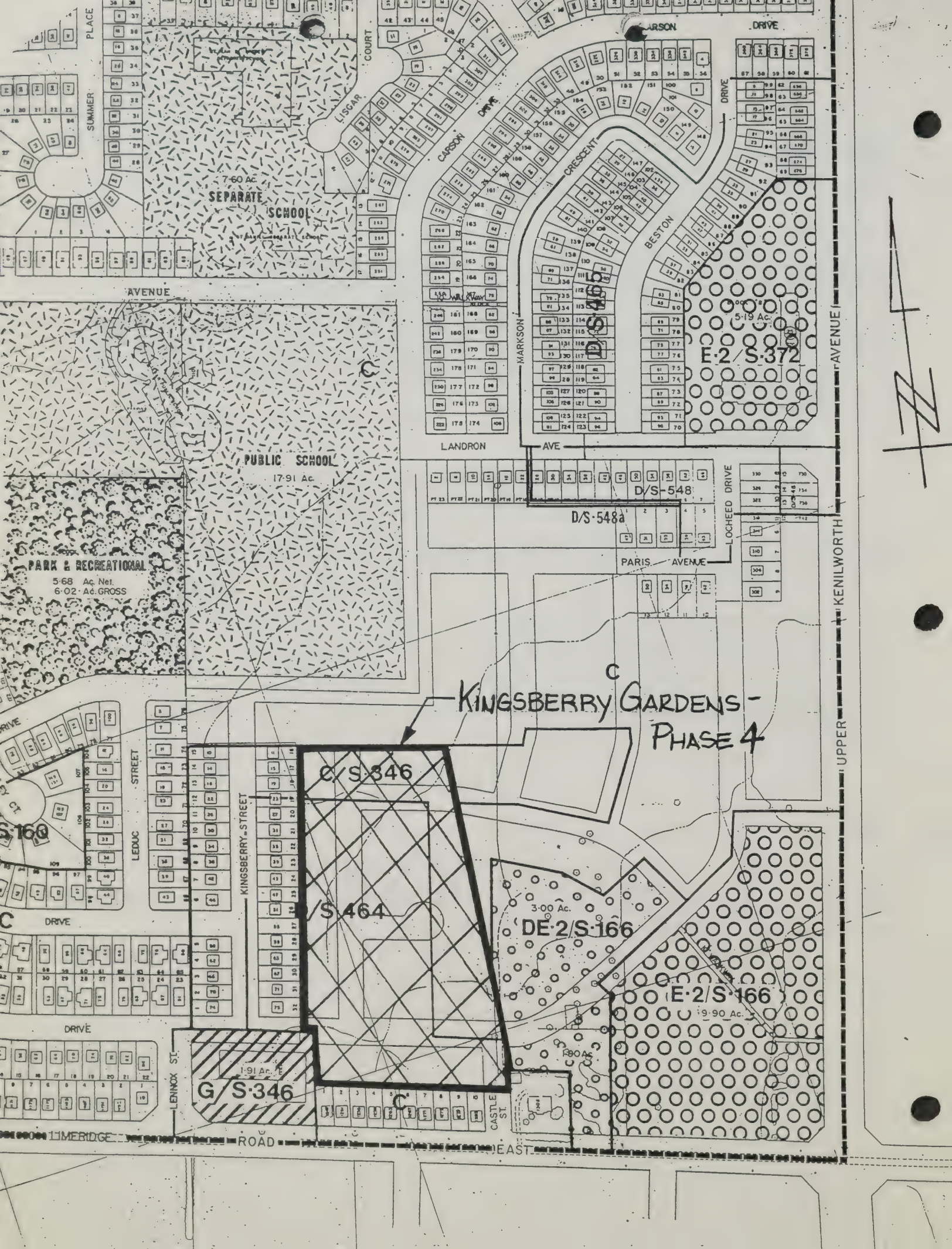
At the present time, this subdivision is "land-locked" by the two (2) noted reserves and no access to the property from an established road allowance exists.

It is being recommended that these 0.3m reserve, Block "33", Plan 62M-451, be incorporated into the Lockheed Drive road allowance immediately following the registration of the plan for "Kingsberry Gardens - Phase 4". The second noted reserve, Block "B", Plan 62R-225, is required to be incorporated into the Castle Street road allowance immediately following approval by Council, to provide access to the subdivision for construction.

DVC:ja

cc: J. Schatz, Secretary, Co-ordinating Committee  
cc: E.C. Matthews, City Treasurer, Att: B. Hotrum  
cc: R. Douglas, Regional Surveyor's Office  
cc: L. Farr, City Solicitor's Office







FOR ACTION

14.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

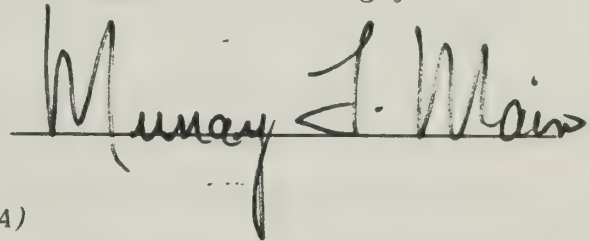
DATE: 1989 November 9  
COMM FILE:  
DEPT FILE: TEC-241-89

SUBJECT:

Intersection of Cumberland, Sanford and Rutherford Avenues - Review of Traffic Conditions.

RECOMMENDATIONS:

- (a) That a stop sign not be erected for traffic eastbound at the intersection of Cumberland and Sanford Avenues; and,
- (b) That crosswalks be painted across the south and west approaches to the westerly intersection of Cumberland and Sanford Avenues; and
- (c) That pedestrians be prohibited from crossing Sanford Avenue between the east and west legs of Cumberland Avenue; and
- (d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Erecting a stop sign on the south leg of Cumberland Avenue at Sanford Avenue would result in additional motor vehicle operating costs in the order of \$60,000 per year.

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and painted crosswalks.

BACKGROUND:

At the 1989 July 17 meeting of the Transport and Environment Committee, Alderman Brian Hinkley expressed concern regarding the operation of the intersection of Cumberland, Sanford and Rutherford Avenues. The Traffic Department was directed to investigate and report back on the following matters:

- (a) Examine the feasibility of placing a stop sign at the western intersection of Cumberland and Sanford Avenues.
- (b) Review the best location for the painted crosswalks and signage.
- (c) Examine the pedestrian and vehicle conflicts and visibility.
- (d) Review all traffic measures in place to ensure the safety of pedestrians and motorists.
- (e) Make recommendations for traffic improvements to this intersection.

The Traffic Department has reviewed conditions at this intersection, and has the following report:

(a) Intersection of Cumberland and Sanford Avenues - Intersection Control.

Cumberland Avenue is operated one-way easterly between Wentworth and Sanford, and presently, northbound, southbound and westbound traffic is required to stop at the intersection of Cumberland and Sanford. The east and west legs of Cumberland are off-set at Sanford by approximately 50 feet.

Traffic Department records indicate that there has been only one reported collision at this intersection in at least the last 7 1/2 years. This collision did not involve a pedestrian. This is a very good collision record for this type of intersection, and the collision record could not be improved upon by any change in intersection control. Erecting a stop sign for eastbound traffic on Cumberland at Sanford would merely increase motor vehicle operating costs, noise, dust, etc. as well as result in disrespect for stop signs in general which is already a serious cause of collisions.

For the above reasons, the Traffic Department does not recommend that a stop sign be erected for eastbound traffic on the south leg of Cumberland at Sanford.

(b), Painted crosswalks and signing / Pedestrian and Vehicle Conflicts.

(c)

There are presently painted crosswalks across Sanford on the north side of the north leg of Cumberland and across Cumberland on the east side of the north leg of Cumberland. These crosswalks are well-located and readily visible. An investigation has revealed that there are signs to warn motorists of the playground at the south-east corner of Cumberland and Sanford and that these signs are appropriately placed and readily visible. There is an over-size (36"X 36") symbolized "Playground Sign" erected on the City fence opposite the west leg of Cumberland Avenue which adequately alerts eastbound motorists to the presence of the nearby playground and to the presence of children in the area. Also, parking is prohibited on the east side of Sanford across the frontage of the playground such that there is good visibility for pedestrians entering and exiting the playground at the gate.

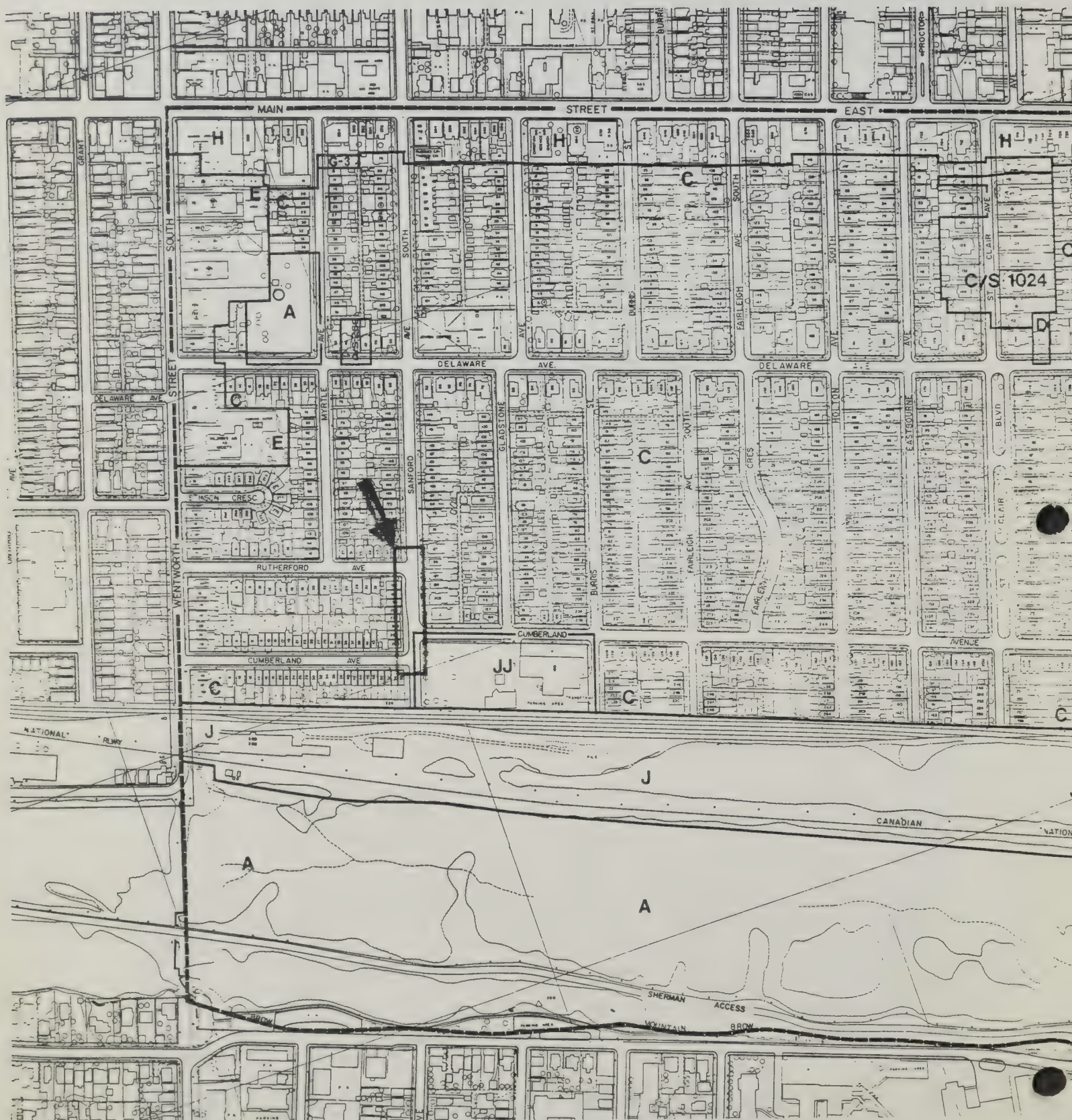
The only apparent vehicle/pedestrian conflict which might be addressed would be the conflict between eastbound motorists on the west leg of

Cumberland making the "jog" movement across Sanford to the east leg of Cumberland who encounter pedestrians crossing Sanford between the east and west legs of Cumberland. There are no painted crosswalks to encourage pedestrians to cross at this location, and previous studies have indicated that the pedestrian volumes crossing at this location are very light. There have been no reported pedestrian collisions at this intersection in at least the last 7 1/2 years. However, to eliminate this conflict with eastbound traffic, it would be appropriate to prohibit pedestrian crossings across Sanford between the east and west legs of Cumberland by enacting a by-law and erecting signs to prohibit this movement, and also to paint crosswalks across the south and west approaches in order to encourage pedestrians to cross at these points.

- (d) Review all traffic measures in place to ensure the safety of pedestrians and motorists.

The Traffic Department has concluded that there are no apparent safety problems which would warrant any changes to the operation of the Cumberland, Sanford and Rutherford intersection at this time, but as previously noted, it would be an appropriate safety measure to prohibit pedestrian crossings across Sanford between the east and west legs of Cumberland and to paint crosswalks across the south and west approaches to the intersection. In the past, consideration has been given to reconstructing the roadway to eliminate the "jog" movement between the east and west legs of Cumberland at Sanford. However, since the intersection has been operating extremely safely for several years, it is apparent that public funds could be better utilized at other locations where documented safety problems exist.







FOR ACTION

15.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 8  
COMM FILE: 3-9.6  
DEPT FILE: TEC-286-89

SUBJECT: Lawrence Road opposite Bettina Avenue  
- Request for a School Traffic Officer

RECOMMENDATION:

That, in accordance with the recommendation of the Regional Police Department, a school traffic officer not be assigned to the mid-block location on Lawrence Road opposite Bettina Avenue at this time.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$7,220.00, and presently, there are no funds budgeted for additional school traffic officers.

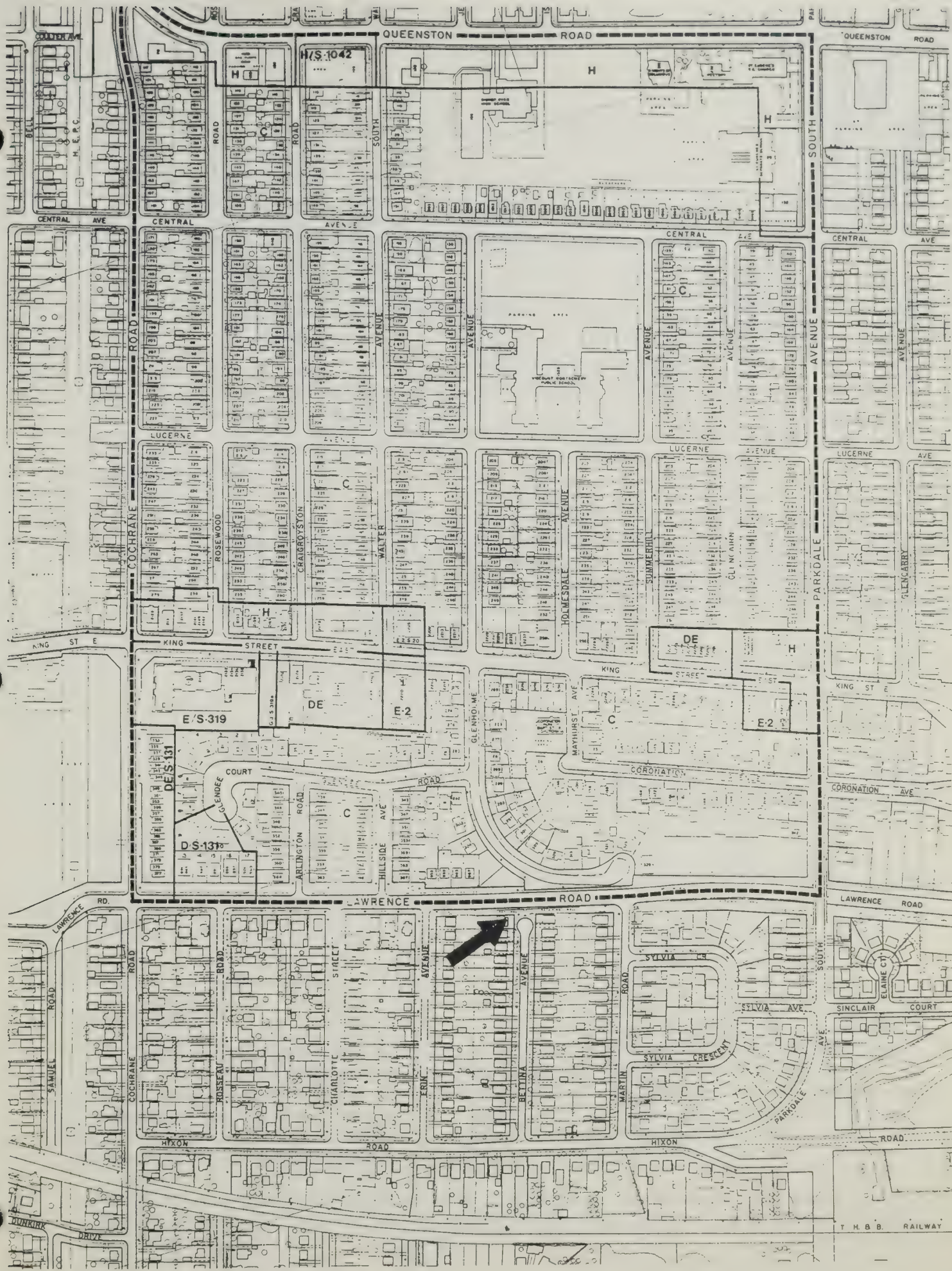
BACKGROUND:

The Traffic Department has received a request from Mr. Doug Ordowich, 9 Bettina Avenue, that a school traffic officer be assigned to a mid-block location on Lawrence Road opposite Bettina Avenue. Bettina does not intersect with Lawrence Road, but there is a stairway for pedestrians which connects Lawrence and Bettina. This location was last studied by the Regional Police in September 1986, and the school traffic officer was removed due to the small number of children who crossed at this location. However, in accordance with approved procedure, this request was again forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location on 1989 October 25, and observed nine crossing movements by elementary school children across Lawrence during the three school crossing periods, which consisted of a total of two hours. The Regional Police have concluded that "although there are no safe gaps, the small number of children who might use the crossing guard on occasion does not warrant the cost of a guard" and have therefore recommended that a school traffic officer not be assigned to the mid-block location on Lawrence opposite Bettina.

Traffic Department records indicate that there have been no reported collisions at this location in the past five years. Thus, this section of street is operating safely and the Traffic Department concurs with the recommendation of the Regional Police Department.









FOR ACTION

16.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 9  
COMM FILE: 3-9.7  
DEPT FILE: TEC-293-89

SUBJECT: West side of Kingsley Drive, south of Broker Drive, extension of school bus loading zone.

RECOMMENDATION:

- a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Kingsley Drive commencing at a point 219 feet south of Broker Drive and extending to a point 47 feet southerly, be extended such that the regulation commences at a point 180 feet south of Broker Drive and extends to a point 87 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

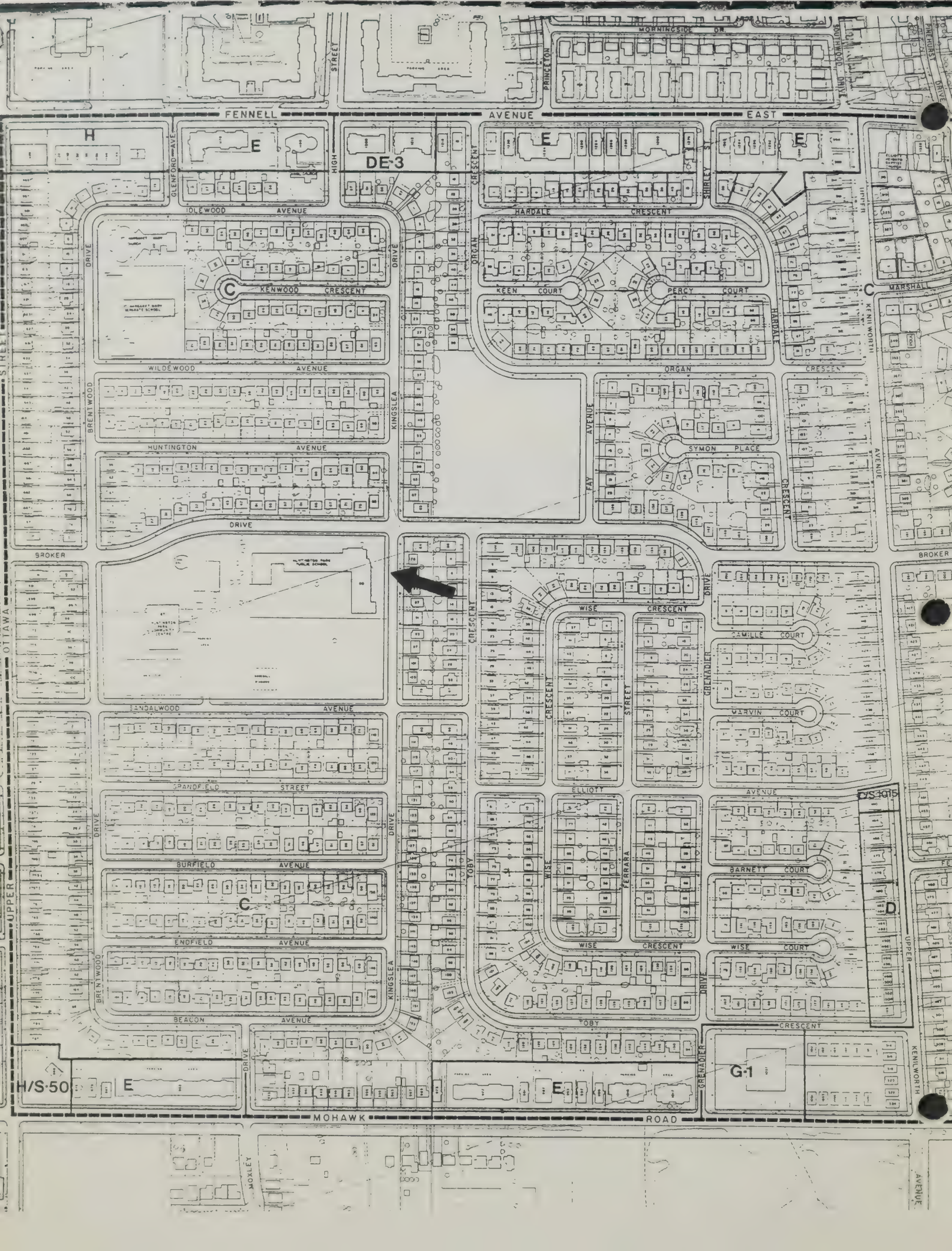
Sufficient funds have been provided in the 1989 Traffic Department Operating Budget to cover the costs of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the principal of Huntington Park Public School requesting that the existing school bus loading zone on the south side of Kingsley, in front of the school, be extended to accommodate an additional school bus. Presently, there is a "No Stopping" regulation in front of the school except for the existing school bus loading zone which can accommodate one school bus.

The Traffic Department concurs with the request to shorten the existing "No Stopping" area in front of the school by 40 feet and to extend the existing school bus loading zone in this area.







FOR ACTION

17.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 13

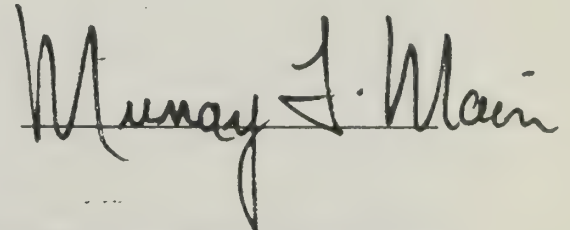
COMM FILE:

DEPT FILE: TEC-298-89

SUBJECT: No. 19 Harrison Avenue - request for reserved permit parking space for a handicapped resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Harrison Avenue commencing 202 feet east of Kenilworth Avenue and extending to a point 22 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. E. Harris, 19 Harrison Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

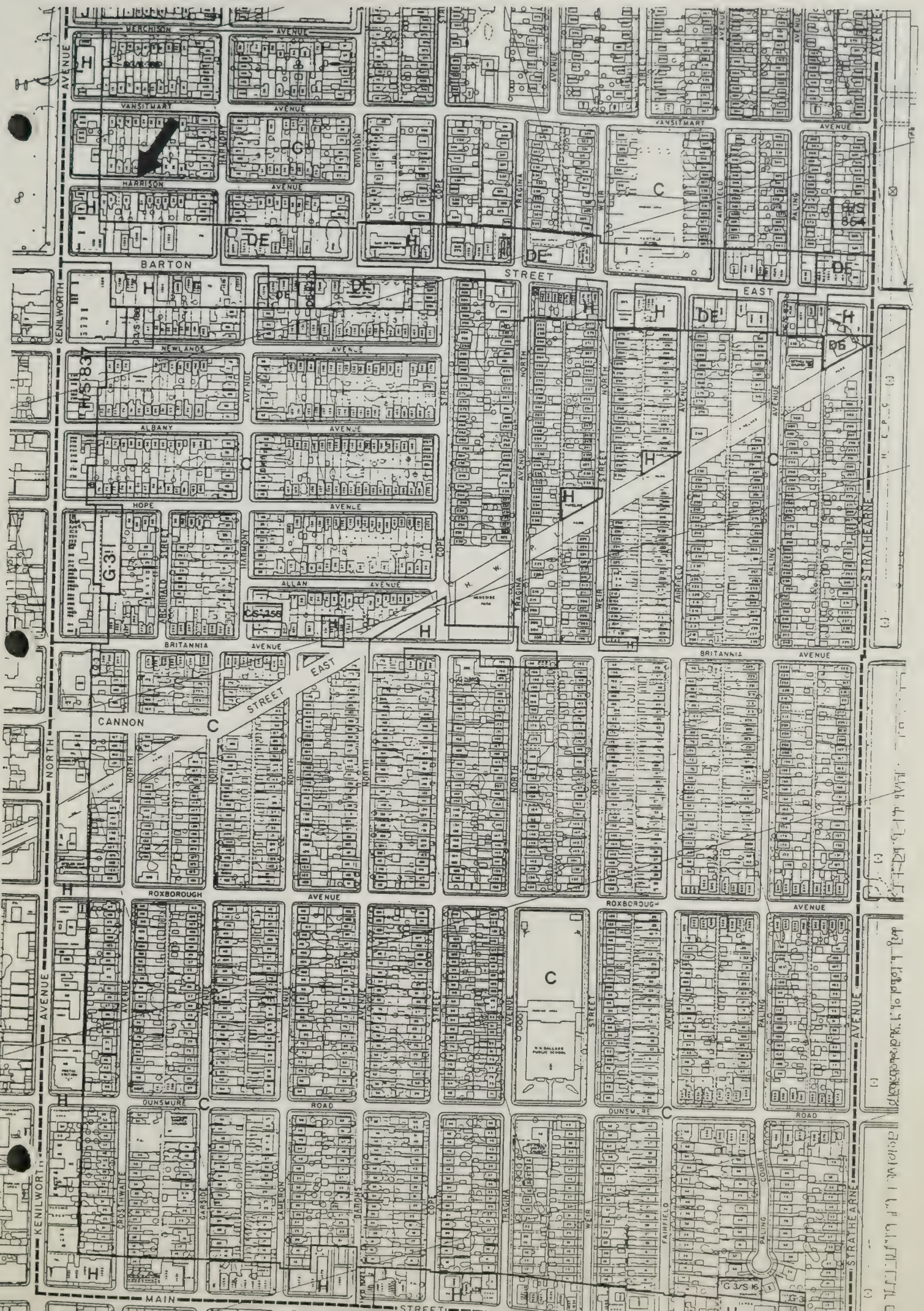
Alderman David Christopherson has advised of a request from Mr. E. Harris, 19 Harrison Avenue that a reserved permit parking space be designated on the street opposite his home. Presently, parking is prohibited on the north side of Harrison Avenue, in front of Mr. Harris's home and there is unrestricted free parking on the south side of the street in this area. Mr. Harris wishes to reserve an on-street parking space opposite his home since both he and his wife are disabled.

The City Council on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of, or opposite handicapped residents homes. This policy requires in part, that the

applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. E. Harris possess's a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

The proposed permit parking space would be positioned directly in front of a vacant lot. The owner of the vacant property has objected to the regulation since he may choose to build on the property in the future. However, the regulation could be reviewed in the future, if necessary and in the meantime Mr. Harris can make use of the on-street space in front of this vacant lot.









FOR ACTION

18.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

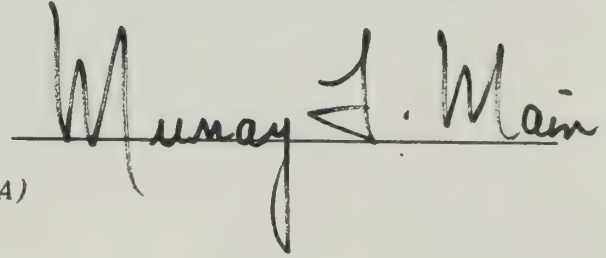
DATE: 1989 November 8  
COMM FILE:  
DEPT FILE: TEC-289-89

SUBJECT:

No. 454 Dundurn Street South - Application for Residential Boulevard Parking.

RECOMMENDATIONS:

That no action be taken on the request for residential boulevard parking in front of no. 454 Dundurn Street South.

A handwritten signature in dark ink, reading "Murray F. Main". The signature is written over a horizontal line.

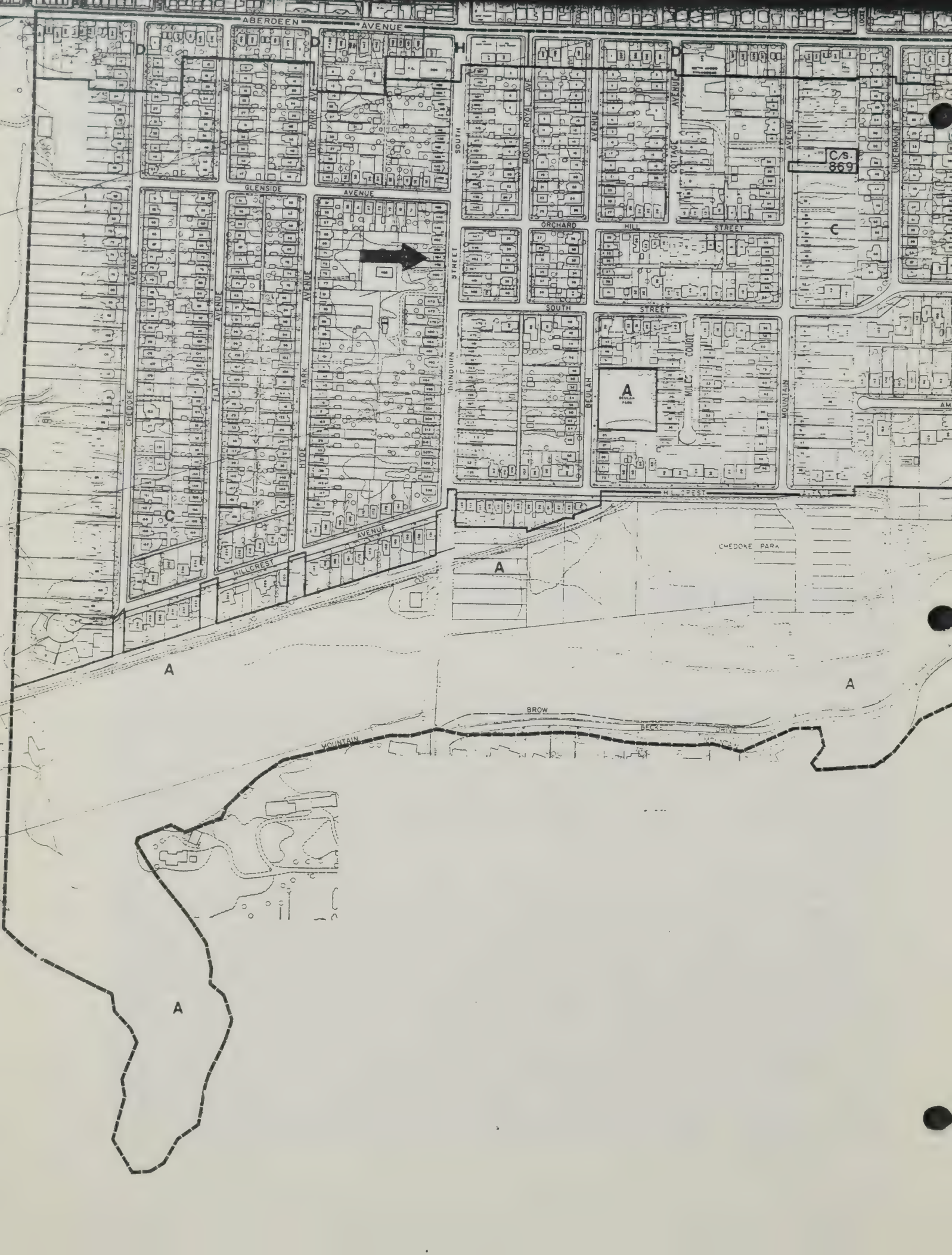
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

n/a

BACKGROUND:

The Traffic Department recently investigated a request by Phylis Leleu, 454 Dundurn Street South, that a residential boulevard parking space be granted in front of this single family home. The Traffic Department investigated this request, and concluded that there is insufficient space to allow a vehicle to be parked partially on the City property and partially on the City road allowance at this location. However, Alderman Mary Kiss has requested that the Traffic Department report to the Transport and Environment Committee respecting this matter.

A survey of the property has revealed that there is a distance of 14' 1" between the back of the City sidewalk and the front of the home. However, the applicant's vehicle is 15' 1" in length. Thus, allowing the subject vehicle to be parked in front of this property would result in the vehicle overhanging the City sidewalk by approximately 1 foot which is contrary to the Traffic By-law and an unsafe practice. Furthermore, an investigation has revealed that it would not be possible to allow the subject vehicle to be parked partially on the City boulevard on an angle, since the narrow frontage of the property would mean that the driveway approach ramp leading to the boulevard parking space would have to be located in front of a neighbouring home. Therefore, the Traffic Department has concluded that there is insufficient space to allow residential boulevard parking at no. 454 Dundurn Street South to accommodate the property owner's current vehicle, and the Traffic Department recommends that no action be taken on this request.





FOR ACTION

19ca)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 1  
COMM FILE: 3-9.5  
DEPT FILE: TEC-275-89

SUBJECT: No. 31 Cumberland Avenue - Discharge of Residential Boulevard Parking Agreement

RECOMMENDATION:

- a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 336793 C.D. to the property owner at No. 31 Cumberland Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

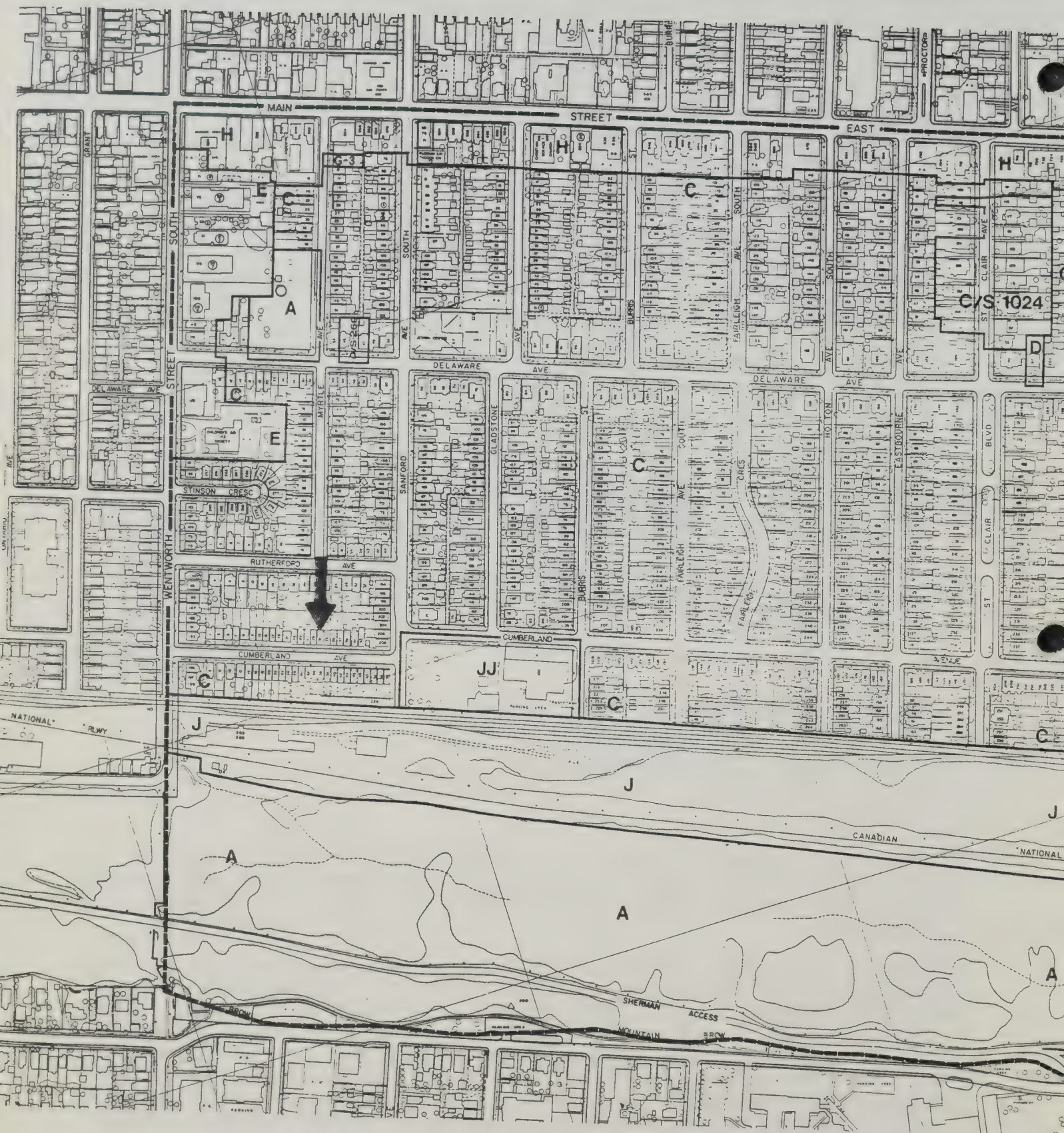
N/A

BACKGROUND:

The Traffic Department has received a request from Mr. W. Malcolm, Solicitor on behalf of the present owners of No. 31 Cumberland Avenue, that the existing Residential Boulevard Parking Agreement registered as instrument No. 336793 C.D. be discharged.

The subject agreement allows one vehicle to be parked partially on the City boulevard and partially on the private property at No. 31 Cumberland. However, when the Solicitor for the present owners conducted a title search for the property, it was noted that there were two agreements registered against the title of the property for the same boulevard parking area. It is apparent that there was some confusion on the part of the previous owners and two duplicate agreements were executed for this property. Therefore, it would be appropriate to discharge one of the two existing agreements, and the Traffic Department concurs with the request.

cc: Mr. P. Hooker  
Acting City Solicitor





FOR ACTION

19 (b)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 1  
COMM FILE: 3-9.5  
DEPT FILE: TEC-274-89

SUBJECT: No. 206 Campbell Avenue - Discharge of Residential Boulevard Parking Agreement

RECOMMENDATION:

- a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 28248 C.D. to the property owner at No. 206 Campbell Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

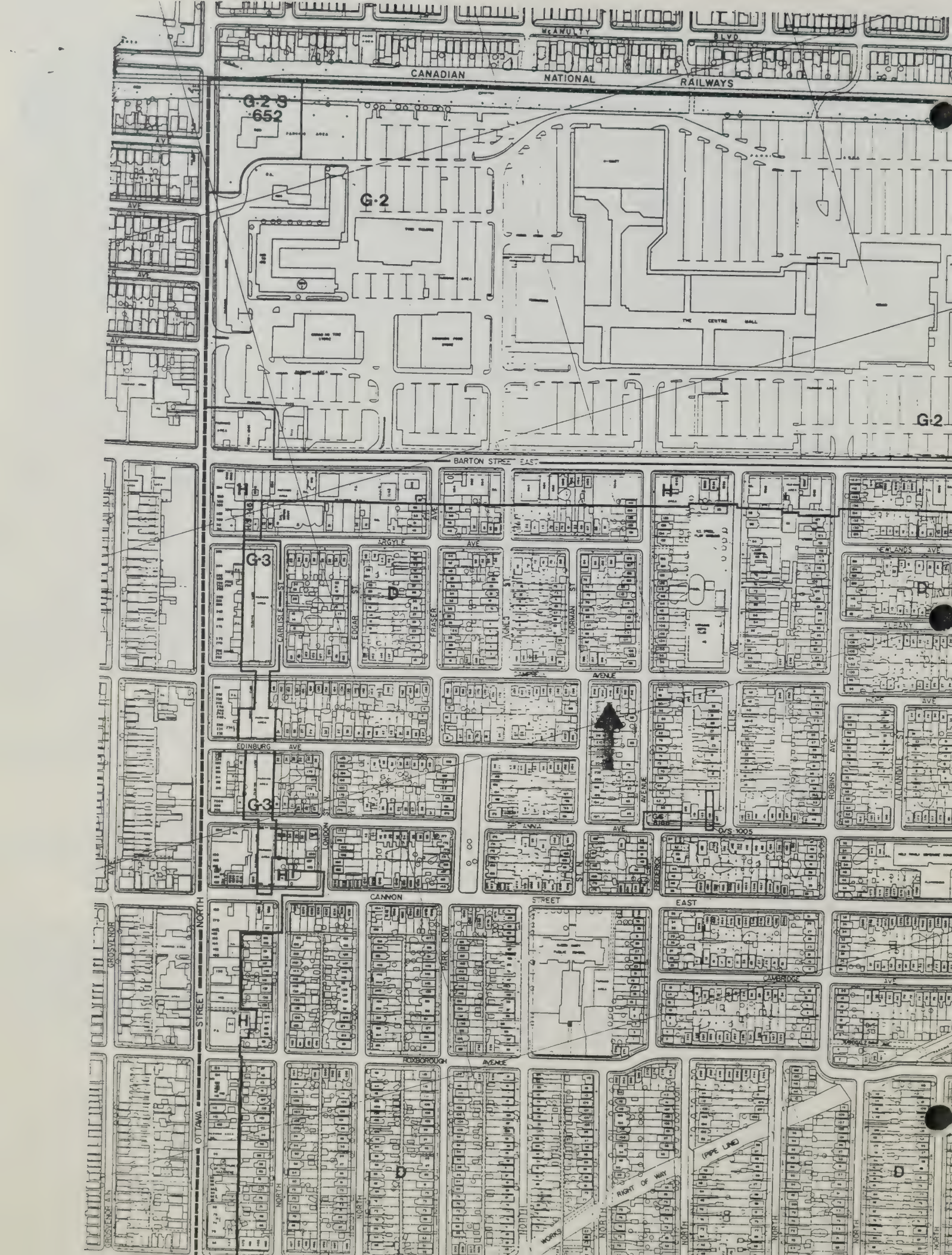
BACKGROUND:

In 1976, the City approved an application by the owner of the property at No. 206 Campbell Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1976 October 19.

The present owner of the property has applied to the Traffic Department to discharge the existing agreement, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has confirmed that there is sufficient room partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with the request.

cc: Mr. P. Hooker  
Acting City Solicitor





CANADIAN

NATIONAL

RAILWAYS

G-2  
652

G-2

G-2

BARTON STREET EAST

G-3

G-3

GROSVENOR

GROSVENOR

STREET NORTH

STREET NORTH

CANNON

STREET

EAST

CAMBRIDGE

PIPE LINE

RIGHT OF WAY



FOR ACTION

19 cc)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

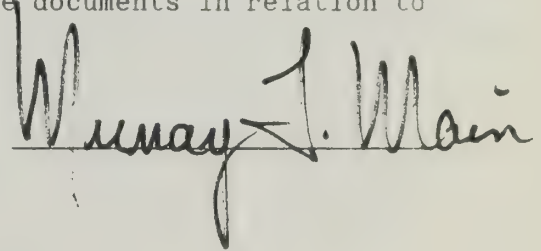
FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 9  
COMM FILE: 3-9.5  
DEPT FILE: TEC-238-89

SUBJECT: No. 35 Frederick Avenue - Discharge of Residential Boulevard  
Parking Agreement

RECOMMENDATION:

- a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 456881 C.D. to the property owner at No. 35 Frederick Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

In 1988, the City approved an application by the former owner of the property at No. 35 Frederick Avenue, to allow one vehicle to be parked partially on the City Boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1989 May 16.

The present owner of the property has written to the Traffic Department and requested that the existing agreement be discharged, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has confirmed that there is sufficient room partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with the request.

cc: Mr. P. Hooker  
Acting City Solicitor



72	73	74
35	34	66
37	36	9

This is not a Legal Document  
For Zoning Verification Please  
Contact City Building Department.

Neighbourhood Boundary  
Zoning Boundary.

Prepared for The City of Hamilton  
by the Planning and Development Department

PLAN  
UNIT



FOR ACTION

20 (ca)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 2  
COMM FILE: 3-10.9  
DEPT FILE: TEC-277-89

SUBJECT: No. 102 West Avenue South - Application for Time Limit Exemption Permit

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first four eligible applicants residing in the building at No. 102 West Avenue South

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for \$8.00 in revenue each month from the sale of parking permits to residents at No. 102 West Avenue South.

BACKGROUND:

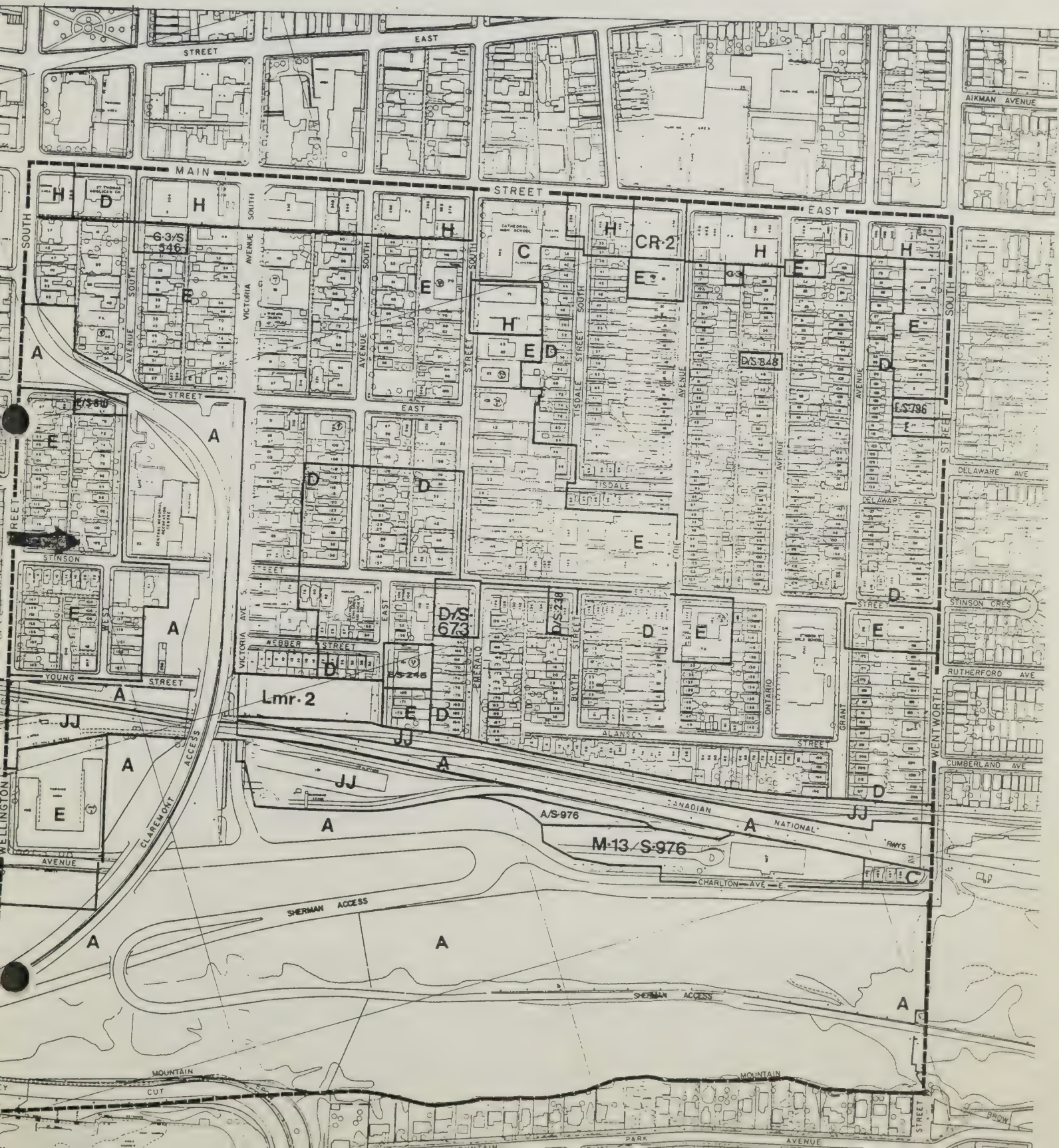
The Traffic Department has received a request from a resident of the apartment building at No. 102 West Avenue South, that time limit exemption permits be issued to residents of this building. The building is located on the west side of West Avenue, south of Stinson Street, and the applicant has indicated that she wishes to park her vehicle in the "One Hour Parking Time Limit" regulation on the east side of West Avenue.

Investigations reveal that there are four dwelling units in the subject building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two and three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on West Avenue in this area consists generally of single family homes.

Periodic observations reveal that west Avenue is moderately parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of permits to residents of this building should not create any parking problems for other area residents.



The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of five off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of four parking permits (one permit per dwelling unit) to the residents of this building on a first come first served basis.







FOR ACTION

20(b)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 2  
COMM FILE: 3-10.9  
DEPT FILE: TEC-279-89

SUBJECT: No. 455 King William Street - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first six eligible applicants residing in the building at No. 455 King William Street.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for \$12.00 in revenue each month from the sale of parking permits to residents at No. 455 King William Street.

BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 455 King William Street, that time limit exemption permits be issued to residents of this building. The building is located on the north side of King William Street, just west of Ashley Street, and the applicant has indicated that he wishes to park his vehicle in the "Three Hour Parking Time Limit" regulation on King William Street.

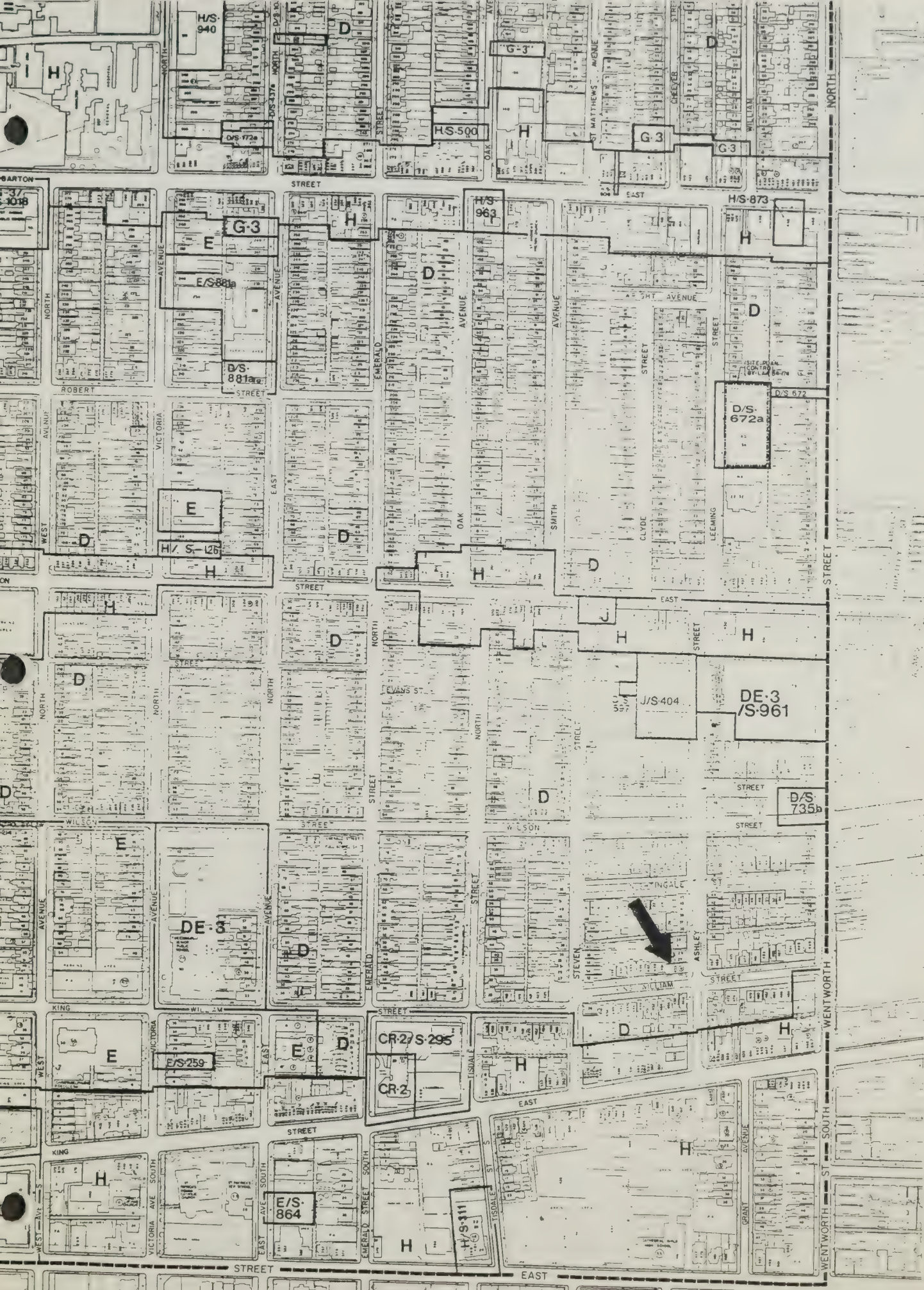
Investigations reveal that there are six dwelling units in the subject building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on King William Street in this area consists generally of single family homes.

Periodic observations reveal that King William Street is moderately parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of time limit exemption permits to

residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of seven off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of seven off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of six parking permits (one permit per dwelling unit) to the residents of this building, on a first come first served basis.









FOR ACTION

20(c)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 6  
COMM FILE: 3-10.9  
DEPT FILE: TEC-280-89

SUBJECT: No. 8 1/2 Ottawa Street North - Application for a Time Limit  
Exemption Permit

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first ten applicants residing in the building at No. 8 1/2 Ottawa Street North.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for \$20.00 in revenue each month from the sale of parking permits to residents at No. 8 1/2 Ottawa Street North.

BACKGROUND:

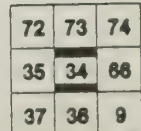
The Traffic Department has received a request from a resident of the apartment building at No. 8 1/2 Ottawa Street North, that time limit exemption permits be issued to residents of this building. The building is located on the east side of Ottawa Street North, just north of Main Street, and the applicant has indicated that he wishes to park his vehicle in the "One Hour Parking Time Limit" regulation on London Street North.

Investigations reveal that there are ten dwelling units in the subject building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Ottawa Street North in this area consists generally of commercial properties.

Periodic observations reveal that London Street is moderately parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of twelve off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of twelve off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of ten parking permits (one permit per dwelling unit) to the residents of this building, on a first come first served basis.









FOR ACTION

21ca)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 6  
COMM FILE: 3-9.3  
DEPT FILE: TEC-285-89

SUBJECT: East side of Palmer Road, north of Reno Avenue  
- Corner Clearance

RECOMMENDATION:

- a) That a "No Stopping" corner clearance be implemented on the east side of Palmer Road commencing at Reno Avenue and extending to a point 68 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

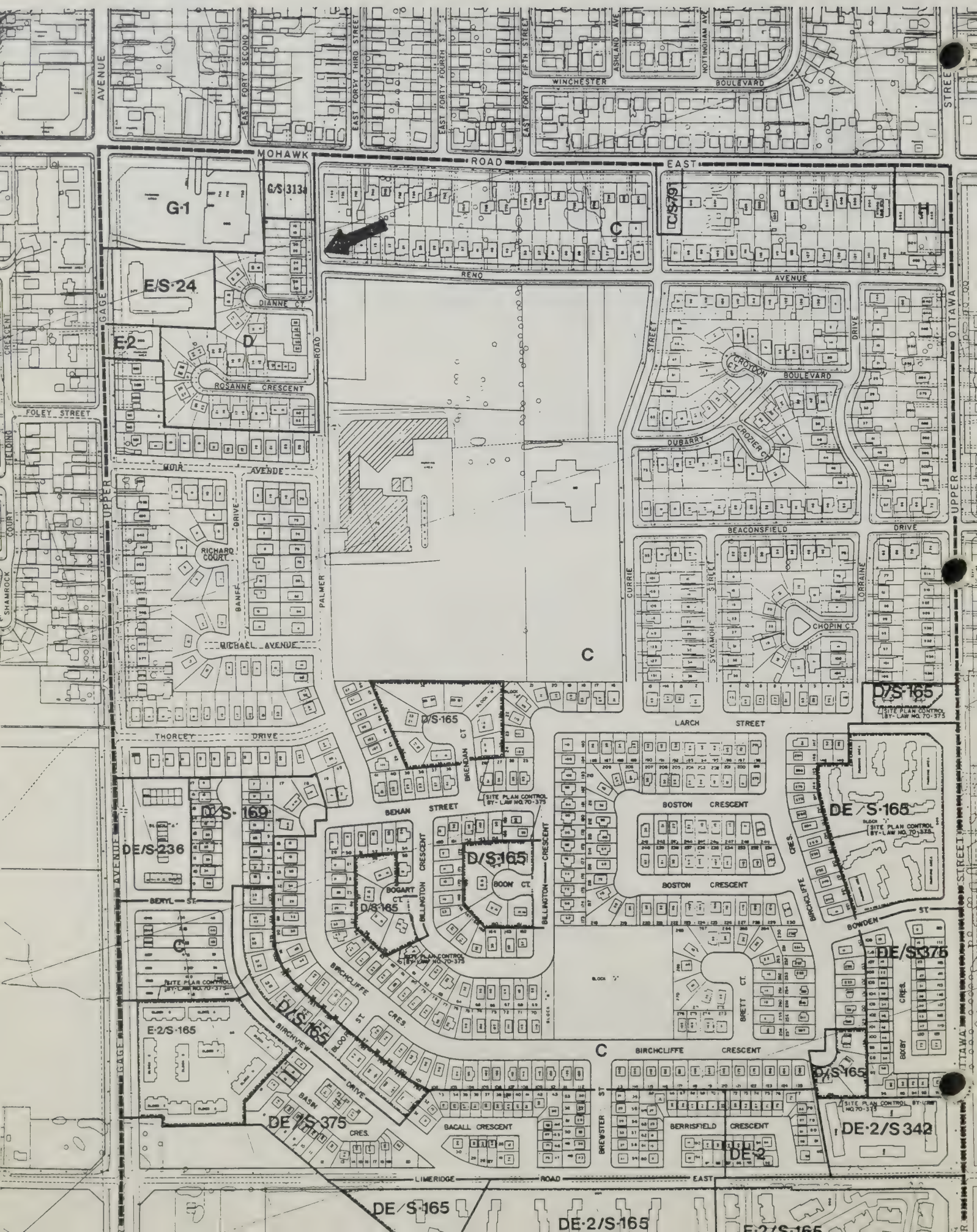
BACKGROUND:

Alderman John Smith has advised of a complaint concerning parked vehicles on the east side of Palmer, north of Reno, which obstruct visibility for motorists entering the intersection from Reno. Presently, parking is prohibited on the west side and unrestricted on the east side of Palmer in this area.

An investigation has confirmed that parked vehicles in this area do obstruct visibility to some degree. Therefore, the Traffic Department concurs with the request to implement a corner clearance on the east side of Palmer, north of Reno.

The implementation of the proposed corner clearance would result in a loss of two legal on-street parking spaces. However, all residential properties in this area have driveways, and therefore, the Traffic Department does not anticipate any parking difficulties for area residents.







FOR ACTION

21(6)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

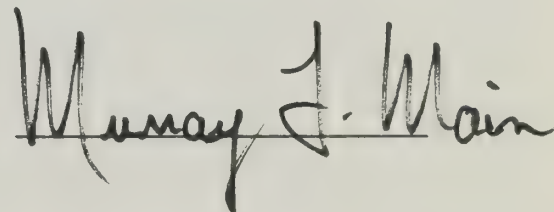
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 10  
COMM FILE: 3-9.3  
DEPT FILE: TEC-294-89

SUBJECT: Intersection of McElroy Road East and Upper Wellington Street -  
corner clearance.

RECOMMENDATION:

- a) That a parking prohibition be implemented on the south side of McElroy Road East between Upper Wellington Street and a point 54 feet westerly therefrom, and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required signs.

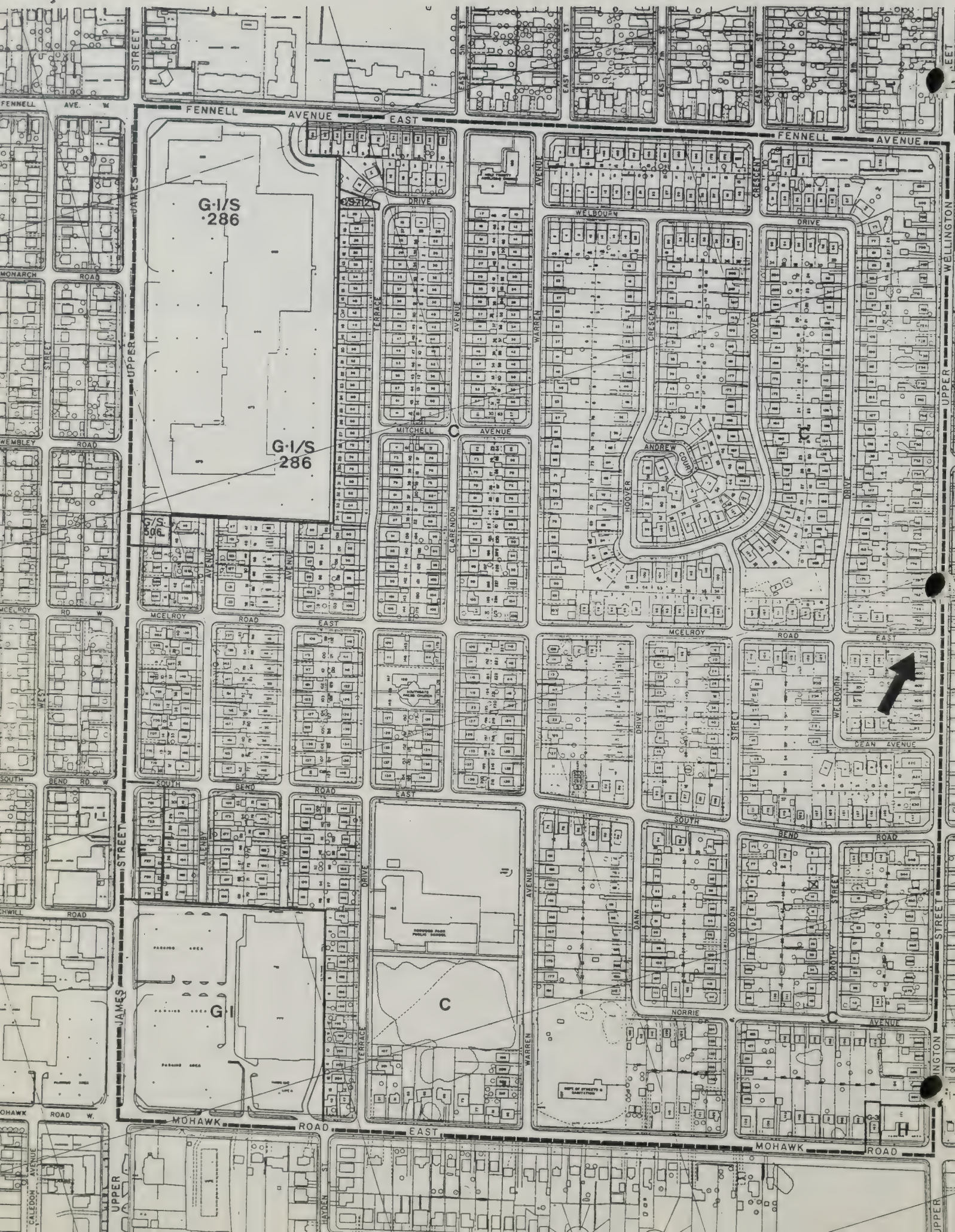
BACKGROUND:

Alderman John Gallagher has advised of a request by a resident that a corner clearance be implemented on the south side of McElroy, west of Upper Wellington, to improve visibility and to facilitate turning movements at this intersection.

Presently, there is unrestricted free parking available on both sides of McElroy, and a Traffic Department investigator has confirmed that vehicles parked immediately adjacent to the intersection would impede vehicular movements and obstruct visibility. Therefore, the Traffic Department concurs with the request for a parking prohibition in this area.

The implementation of the proposed corner clearance would result in the total loss of one on-street parking space along the flankage of a residential property. However, the Traffic Department would not anticipate any parking problems resulting since all of the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street.







FOR ACTION

22ca)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 10  
COMM FILE: 3-9.2  
DEPT FILE: TEC-297-89

SUBJECT: Queen Victoria Drive between Loconder Drive and Queensbury Drive -  
parking regulations.

RECOMMENDATION:

- a) That an "Alternate Side Parking" regulation be implemented on Queen Victoria Drive between Loconder Drive and Queensbury Drive such that parking is prohibited;
- on the east and north sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October, and November; and
  - on the west and south sides of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available within the 1989 Traffic Department Operating Budget for manufacturing, erecting and maintaining the required signs.

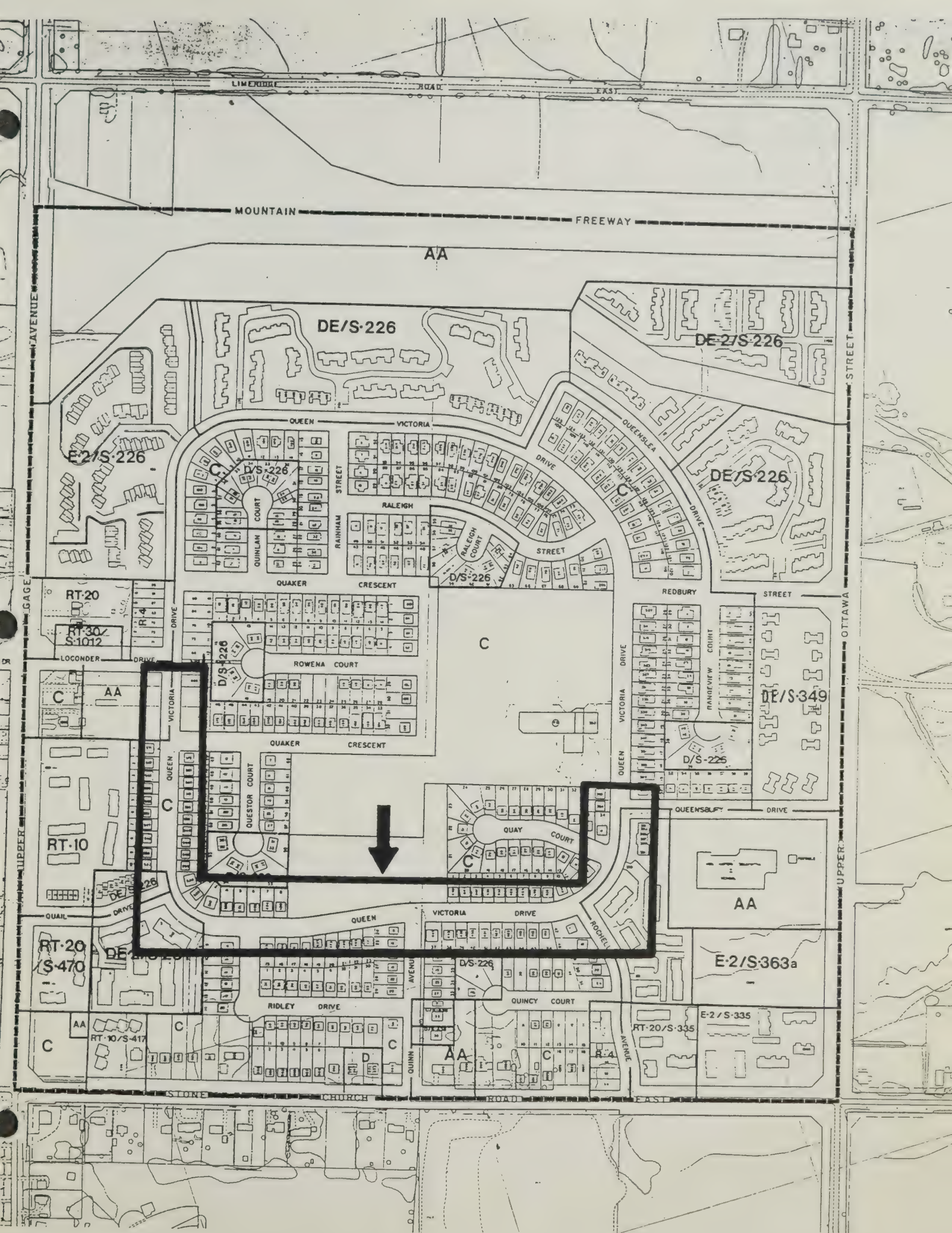
BACKGROUND:

The Traffic Department and Alderman Tom Jackson have received a petition signed by representatives of 48 of 72 residential properties abutting Queen Victoria Drive in the blocks between Loconder Drive and Queensbury Drive, requesting that an "Alternate Side Parking" regulation be implemented on the street. This section of Queen Victoria Drive has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. All the residential properties on the street have off-street parking provided. Therefore, since 67 percent of the abutting residents have indicated their support of the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with this request.

The number of on-street parking spaces need not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, because of the turns in the roadway immediately east of Rochelle Avenue and immediately west of Quail Drive, it would be appropriate to prohibit parking on the north and east sides of the street during the winter months in order to improve visibility at these turns in the roadway for part of the year.









FOR ACTION

22 (b)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

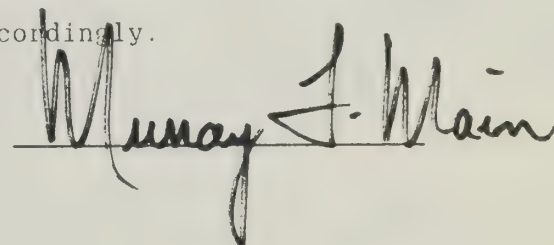
FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 2  
COMM FILE: 3-9.2  
DEPT FILE: TEC-273-89

SUBJECT: South side of Kingsway Drive, east of John Street South  
- Parking Regulations

RECOMMENDATION:

- a) That the existing "two hour parking time limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Kingsway Drive commencing at John Street South and extending to a point 180 feet easterly therefrom be replaced with a permit parking regulation; and
- b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, on a first come, first served basis to the first six eligible applicants residing in one, two or three family dwellings abutting the block; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

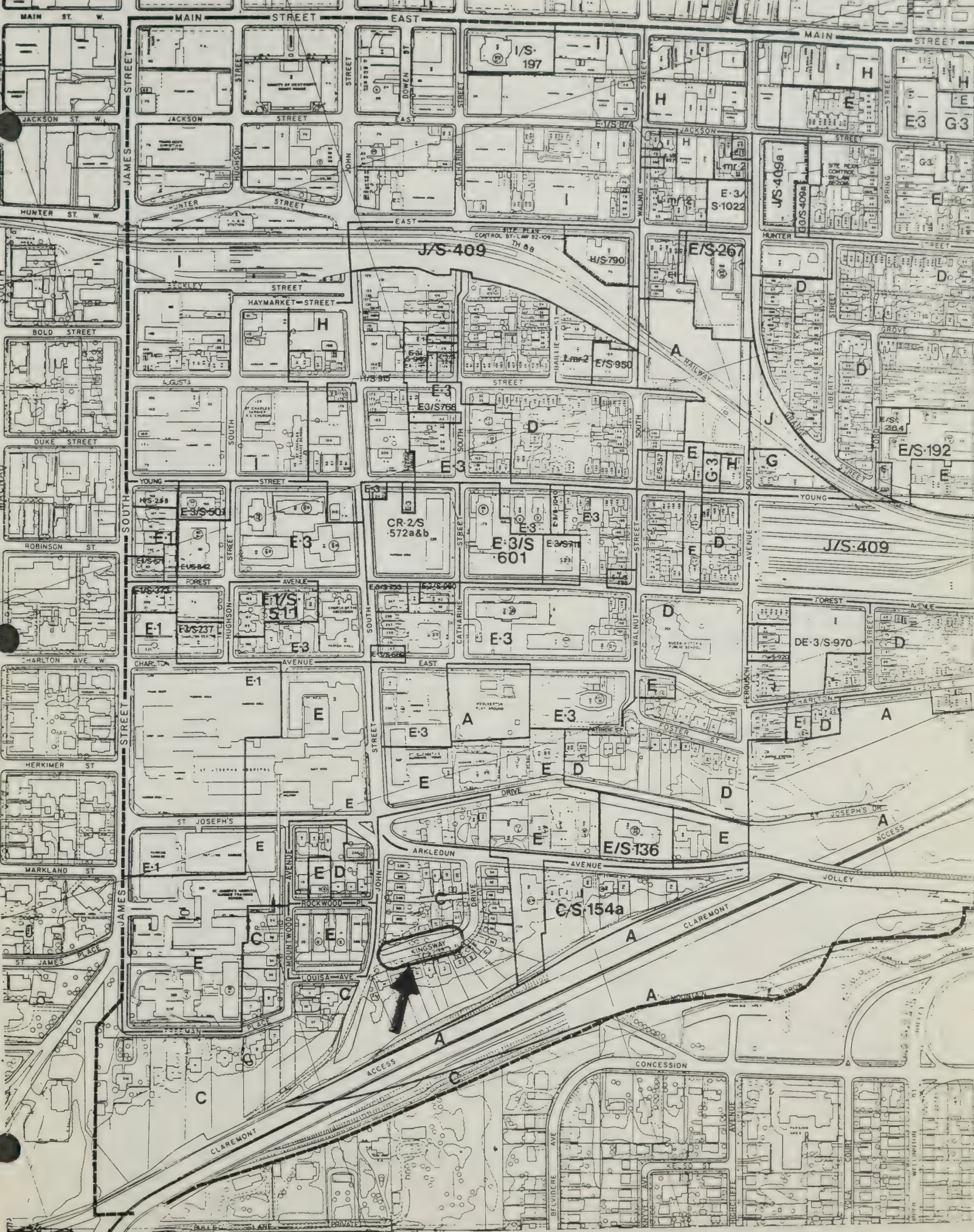
The Traffic Department has received a petition which was signed by representatives of 13 of the 23 one, two and three family dwellings abutting Kingsway Drive requesting that permit parking be implemented in place of the existing "two hour parking time limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side immediately east of John. Only eight residential properties about the regulation in question and five of these residents have indicated their support for permit parking.

Presently, parking is prohibited on both sides of Kingsway Drive except for unrestricted parking on the east side immediately south of Arkledun and the two hour parking time limit in question which is on the south side between John and a point 180 feet east of John in this area.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by staff and visitors of St. Joseph's Hospital. A permit parking regulation would eliminate non-resident parking entirely, and only residents of one, two and three family dwellings abutting the subject section of the block would be entitled to purchase permits to park their vehicles on the street in this area.

An investigation has revealed that there are six legal on-street parking spaces in this section of the block, and the petition indicates that six parking permits would be required by abutting residents. The Traffic Department has been able to contact the three residents who did not sign the petition but who would abut the proposed regulation. All of these residents have indicated that they support the regulation and that they do not require any permits. Therefore, since 100% of the residents support the request, and since the demand for time limit exemption permits should not exceed the number of on-street spaces, the Traffic Department concurs with the request.









FOR ACTION

22cc

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 6  
COMM FILE: 3-9.2  
DEPT FILE: TEC-278-89

SUBJECT: South side of Roxborough Avenue, west of Glendale Avenue  
- Parking Regulations

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the south side of Roxborough Avenue commencing at the west end and extending to a point 41 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the residents of Nos. 2 and 4 Roxborough Avenue, that stopping be prohibited on the south side of Roxborough, directly in front of and to the east of their homes in order to facilitate driveway movements. Presently, parking is permitted on both sides of the street, except for a no stopping regulation on the north side of the street, immediately east of the west end which was implemented several years ago in order to improve driveway movements for the resident at No. 3 Roxborough.

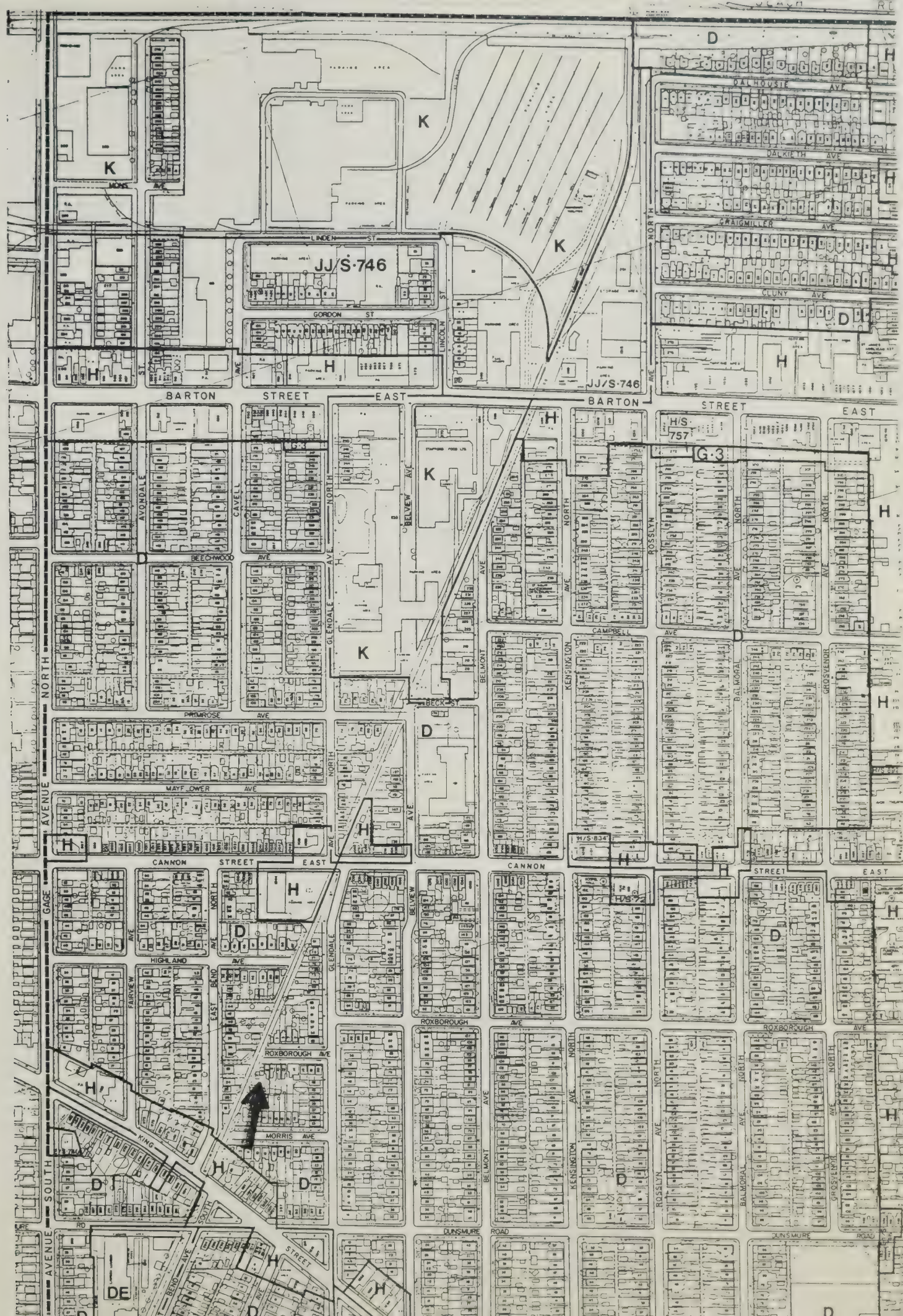
The Traffic Department has confirmed that parked vehicles in this area would seriously affect driveway movements for both residents at No. 2 and 4 Roxborough because of the narrow pavement width and the proximity of the driveway to the west end of the street. The resident at No. 6 Roxborough has agreed to allow the signs to also be erected in front of her home since she does not own an automobile.

The implementation of the proposed regulation would result in a loss of only one legal on-street parking space. However, since parking would still be



available on both sides of the street for the remainder of the block and since all of the abutting properties have off-street parking, the loss of one on-street space should not create any parking problems. Therefore, the Traffic Department concurs with the request.









FOR ACTION

22(a)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 8  
COMM FILE: 3-9.2  
DEPT FILE: TEC-284-89

SUBJECT: Robinson Street between Hess Street and Caroline Street  
- Parking Regulations

RECOMMENDATION:

- a) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Robinson Street between Hess Street South and Caroline Street South; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

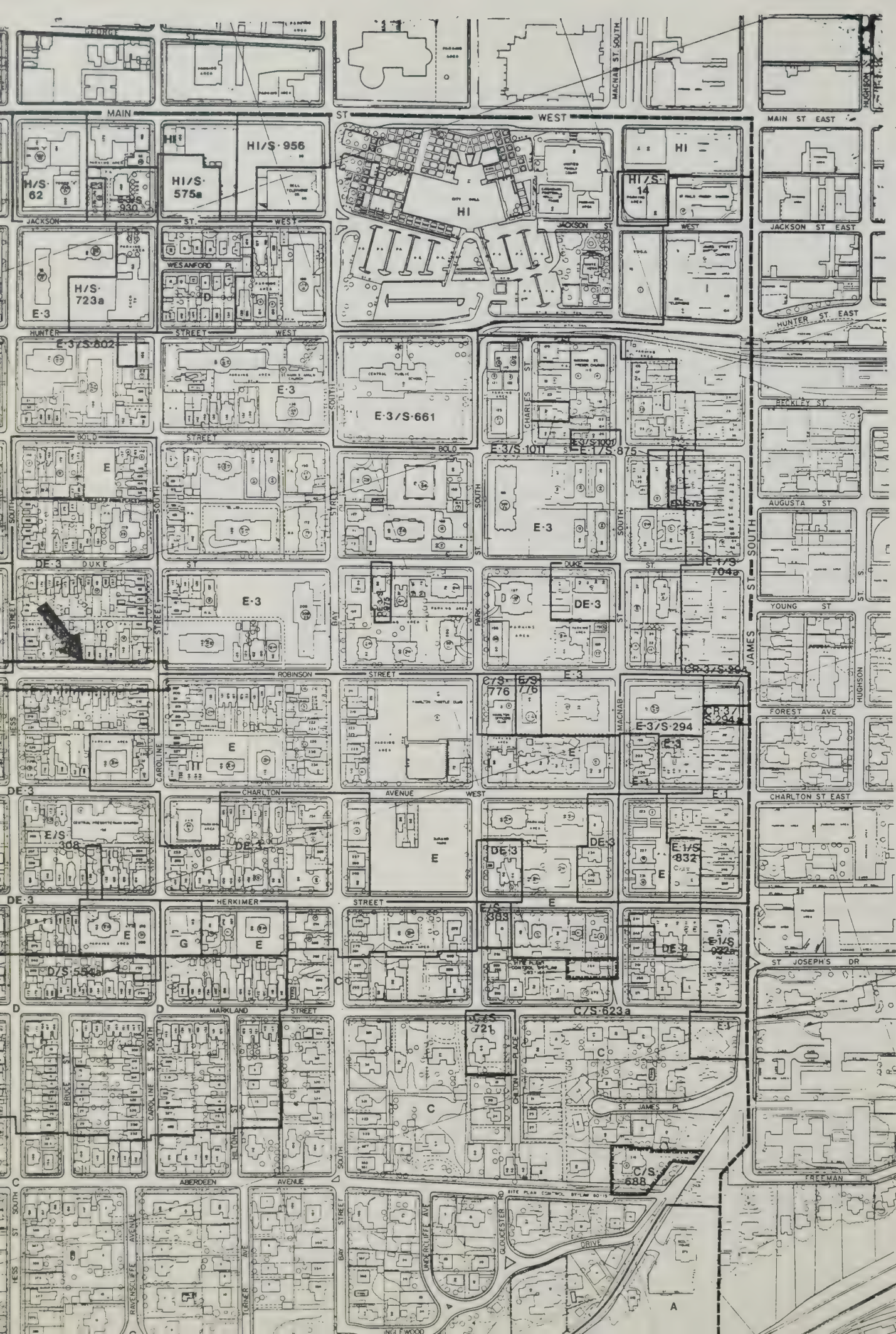
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month fee for each time limit exemption permit will offset the cost to some degree.

BACKGROUND:

Alderman William McCulloch has forwarded to the the Traffic Department a petition which was signed by representatives of 18 of the 23 one, two and three family dwellings abutting Robinson between Hess and Caroline, requesting that a three hour parking time limit be implemented on the street. All residents who signed the petition are in favour of the proposed regulation. Presently, there is unrestricted free parking on both sides of Robinson in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by area employees and apartment dwellers.

The implementation of the proposed regulation would eliminate long-term non-resident parking since only area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 78% of the abutting residents have indicated their support of the proposed regulation, the Traffic Department concurs with the request.







FOR ACTION

2201

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 9  
COMM FILE: 3-9.2  
DEPT FILE: TEC-290-89

SUBJECT: Guildwood Drive between Gilcrest Street and Greencedar Drive  
- Parking Regulations

RECOMMENDATION:

- a) That parking be prohibited on the north side of Guildwood Drive between Gilcrest Street and Greencedar Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

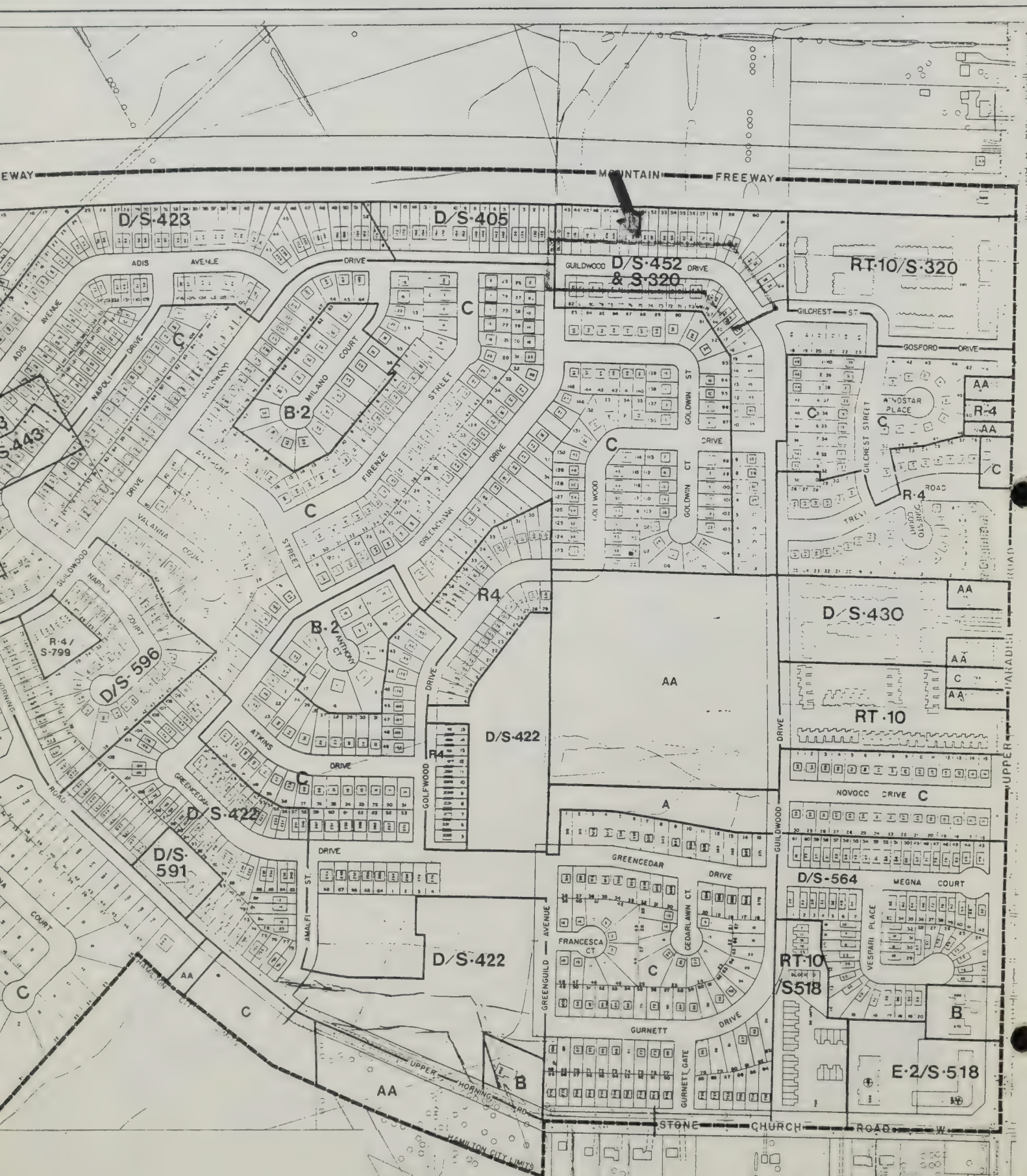
BACKGROUND:

Alderman Tom Murray has forwarded to the Traffic Department a petition which was signed by representatives from 39 of the 41 one, two and three family dwellings abutting Guildwood between Greencedar and Gilcrest requesting that parking be prohibited on one side of the street. Thirty-eight of the 39 residents who signed the petition are in favour of the proposed parking prohibition and one is opposed. Presently, parking is permitted on both sides of Guildwood which has a 28-foot pavement width in this area.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. All residents in this area have available off-street parking, and therefore, the implementation of the proposed regulation should not create any parking difficulties for area residents.

The Traffic Department could agree to a parking prohibition on either side of this section of street. However, there are existing utility poles on the north side which could be used for signing, rather than installing additional sign posts on the south side of the street. Therefore, since 93% of the residents support the proposed regulation, the Traffic Department concurs with the request and recommends that parking be prohibited on the north side of Guildwood between Gilcrest and Greencedar.





FOR ACTION

22cf)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 October 27  
COMM FILE: 3-9.2  
DEPT FILE: TEC-269-89

SUBJECT: Shaw Street between Wentworth Street North and Cheever Street -  
parking regulations.

RECOMMENDATION:

- a) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side and a full-time parking prohibition be implemented on the south side of Shaw Street between Wentworth Street North and Cheever Street, in place of the existing "Alternate Side Parking" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department operating budget to cover the costs of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

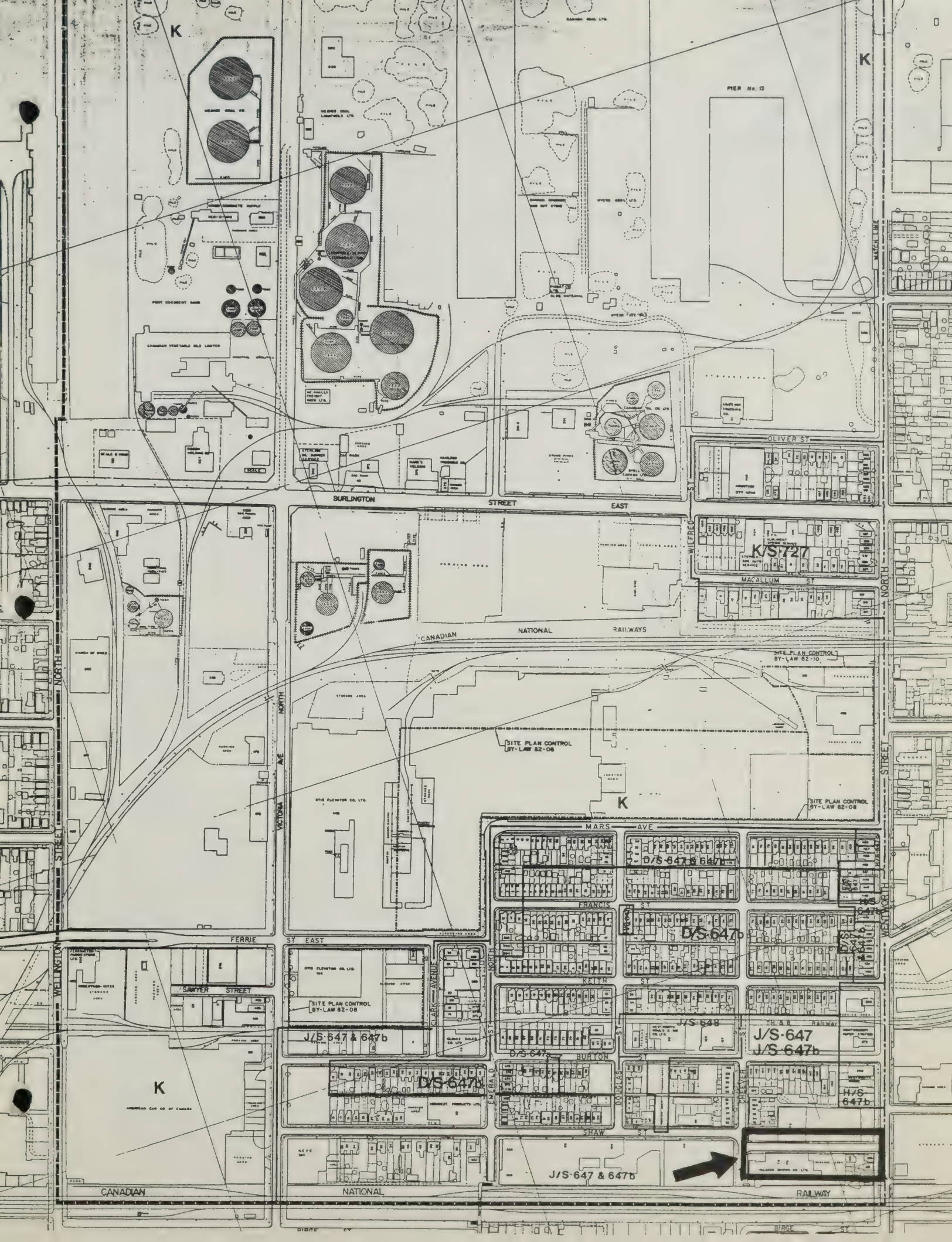
A representative of Valence Brown Steel Company, has contacted the Traffic Department and requested that a portion of the south side of Shaw Street be signed "No Parking Anytime" in the vicinity of their new shipping dock, to facilitate truck movements into and out of the building. Presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation on Shaw Street between Wentworth Street North and Cheever Street. Parking is prohibited on the south side of the street during the winter months.

An investigation revealed that the most appropriate solution would be to rescind the existing "Alternate Side Parking" regulation and replace it with a full-time parking prohibition on the south side and the "Three Hour Parking Time

Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of the street. This will maximize the number of on-street parking spaces at all times and facilitate truck movements for the Valence Brown Steel Company.

Both the Valence Brown Steel Company and the resident at 180 Shaw Street are in agreement to this proposal. There is one residential property which has a frontage on Wentworth Street and a flankage on Shaw Street, but the Traffic Department has not been able to contact this resident regarding this proposal.









FOR ACTION

22 (9)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

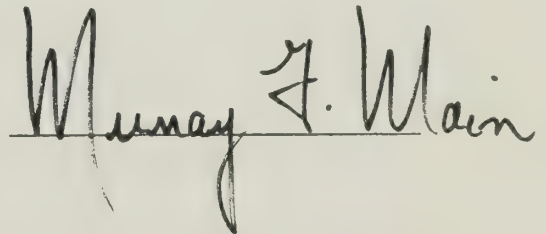
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 October 26  
COMM FILE: 3-9.2  
DEPT FILE: TEC-268-89

SUBJECT: Glen Forest Drive, east of Glencastle Drive - parking regulations.

RECOMMENDATION:

- a) That parking be prohibited on the north side of Glen Forest Drive between Glencastle Drive and a point 137 feet easterly therefrom;
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

An area resident has requested that a "No Parking" regulation be implemented on the north side of Glen Forest Drive, east of Glencastle Drive, to improve visibility for westbound motorists on Glen Forest Drive at a bend in the roadway. Presently, there is an "Alternate Side Parking" regulation on Glen Forest Drive such that parking is prohibited on the north side of the street during the winter months.

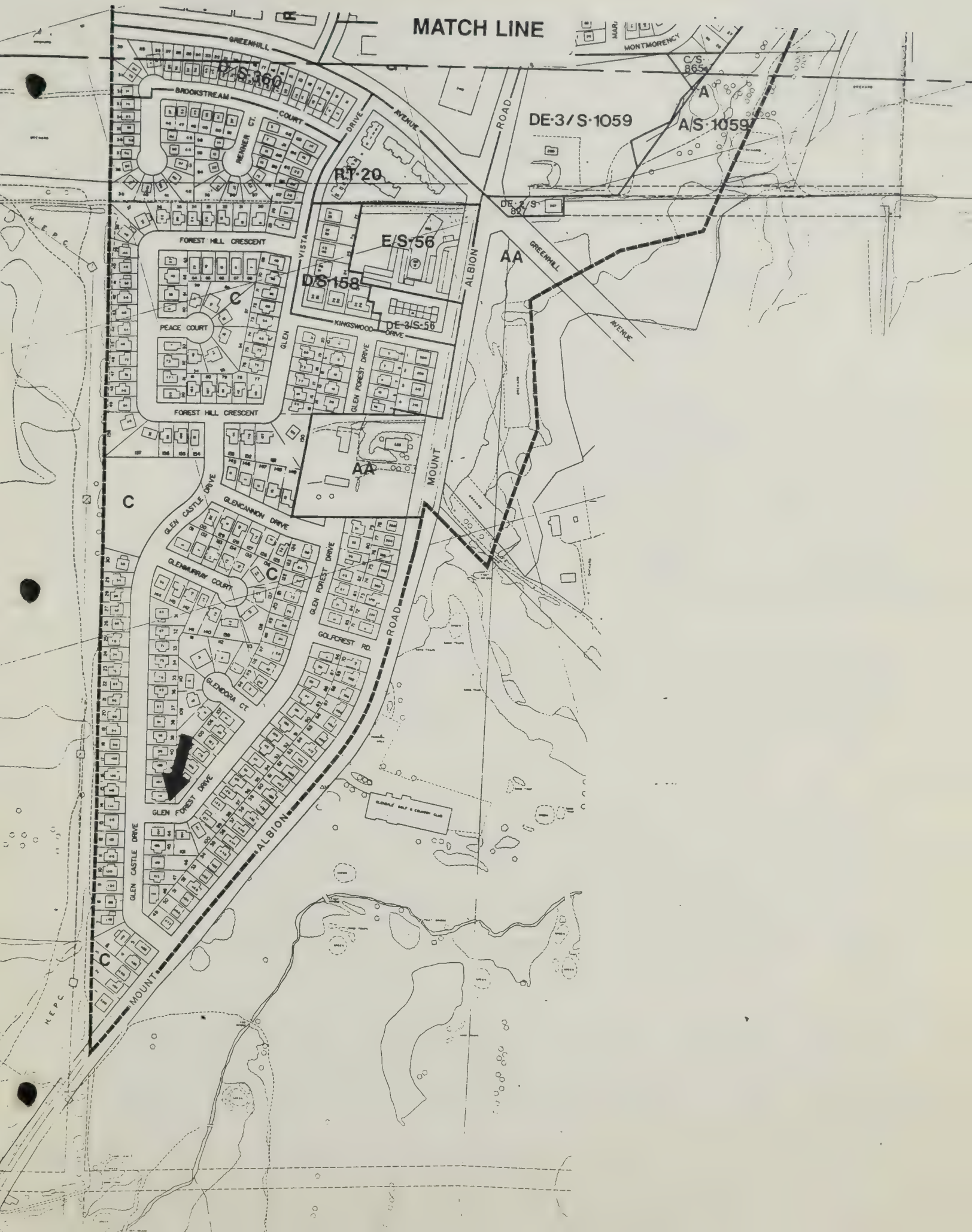
A Traffic Department investigator has confirmed that vehicles parked at this location create a site obstruction for eastbound and westbound traffic on Glen Forest. Therefore, although there has not been a documented collision problem, the Traffic Department recommends that a "No Parking" regulation be implemented as a safety measure.

The implementation of this "No Parking" regulation would result in a loss of approximately four legal on-street parking spaces. However, the Traffic Department would not anticipate any parking problems resulting, since all of the



residential properties in the area have off-street parking available, and since parking would still be permitted for the remainder of the block. The two residents on the east side of Glen Castle at Glen Forest whose properties would be adjacent to the proposed "No Parking" area have advised that they support the request. Therefore, the Traffic Department concurs with the request.

MATCH LINE







FOR ACTION

22cm

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 October 26  
COMM FILE: 3-9.2  
DEPT FILE: TEC-266-89

SUBJECT: West 32nd Street between Sanatorium Road and Elmwood Avenue - parking regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east and west sides of West 32nd Street between Sanatorium Road and Elmwood Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

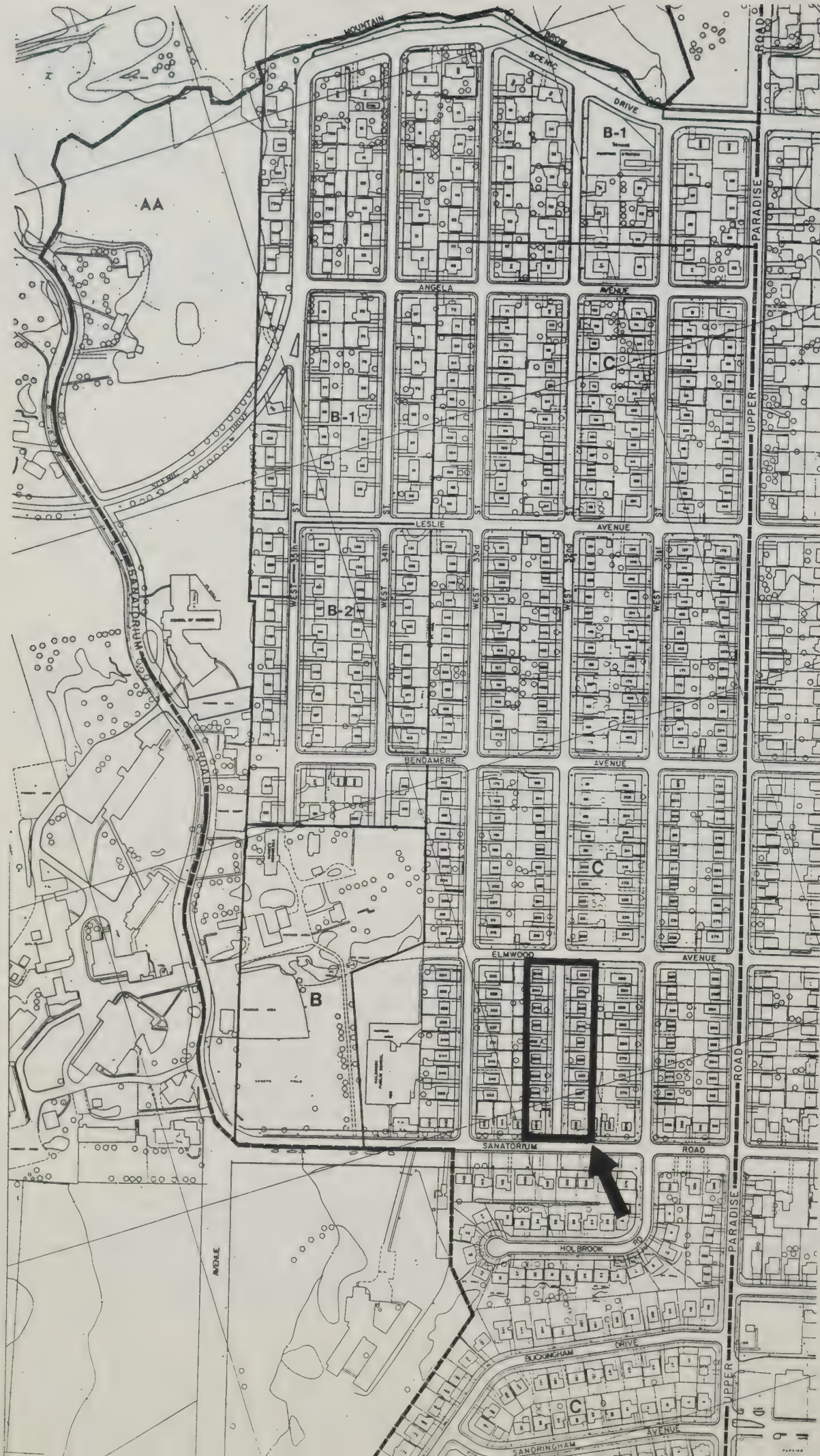
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the costs of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 12 of the 18 one, two and three family dwellings on West 32nd Street in the block between Sanatorium Road and Elmwood Avenue, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the street. Ten of the petitioners support the requested change and two have no opinion. Presently, there is unrestricted free parking on both sides of West 32nd Street in this block. The general complaint in this area is long-term non-resident parking by employees and students of the Chedoke Campus of Mohawk College.

The implementation of the requested regulation would eliminate long-term non-resident parking. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since approximately 56 percent of the abutting residents support the requested regulation, the Traffic Department concurs with the request.





FOR ACTION

22ci)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 10  
COMM FILE: 3-9.2  
DEPT FILE: TEC-252-89

SUBJECT: Emerald Street South between Main Street East and Hunter Street East  
- parking regulations.

RECOMMENDATION:

- a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Emerald Street south between Main Street East and Hunter Street East; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

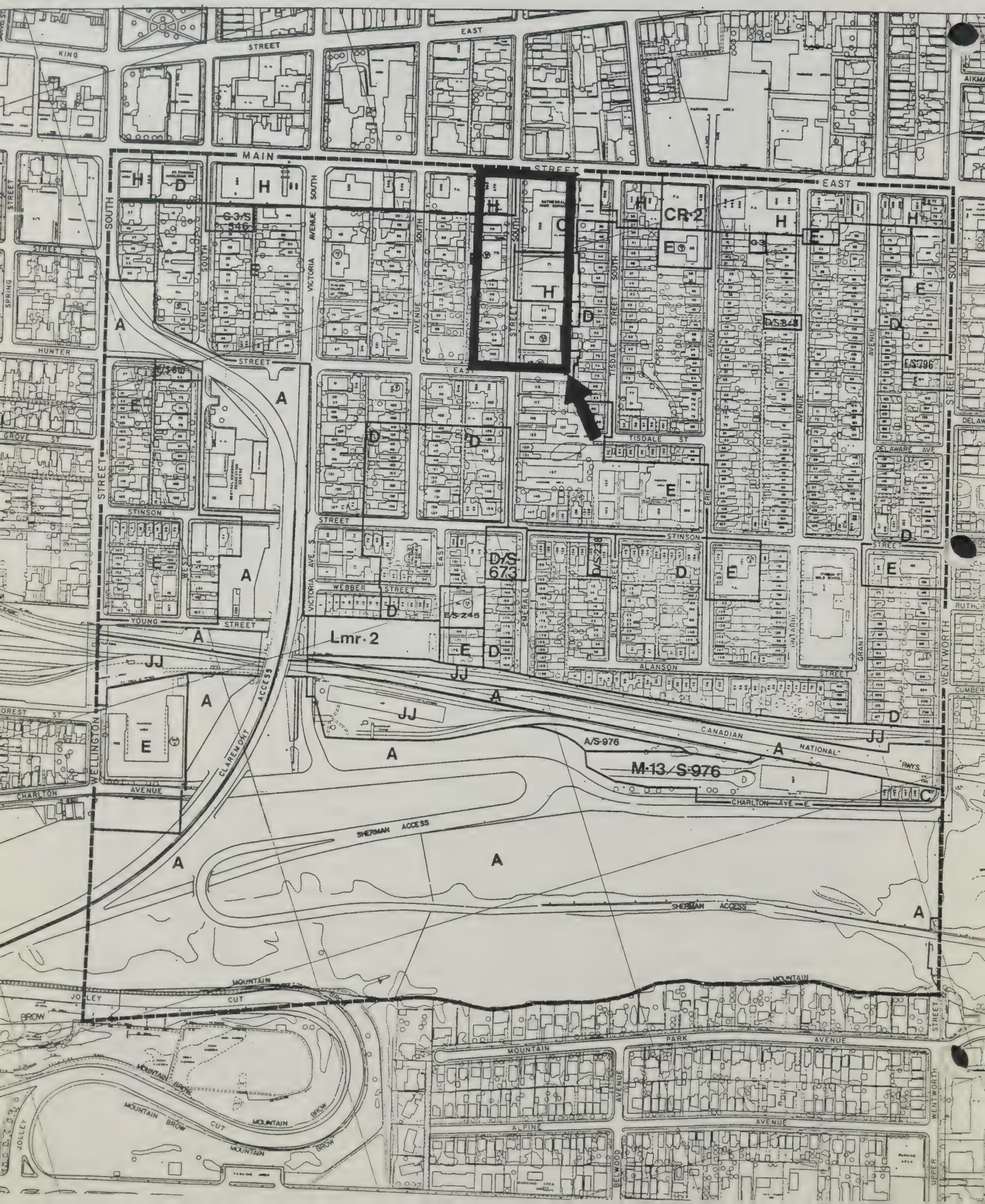
There are sufficient funds available within the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 9 of the 10 one, two and three family dwellings on Emerald Street South in the block between Main and Hunter, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the street, because of long-term parking by staff and students from Cathedral Highschool. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Three apartment buildings are also located in this block. Representatives were contacted from each apartment building to determine their views on the proposed parking regulation. All three apartment buildings have off-street parking available, and would not oppose the proposed time limit regulation. Therefore, since 90 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.







FOR ACTION

23ca)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

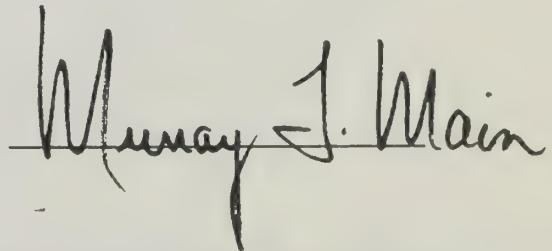
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 10  
COMM FILE: 3-9.4  
DEPT FILE: TEC-296-89

SUBJECT: Intersection of Gurnett Drive and Omni Boulevard - intersection control.

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Gurnett Drive and Omni Boulevard; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



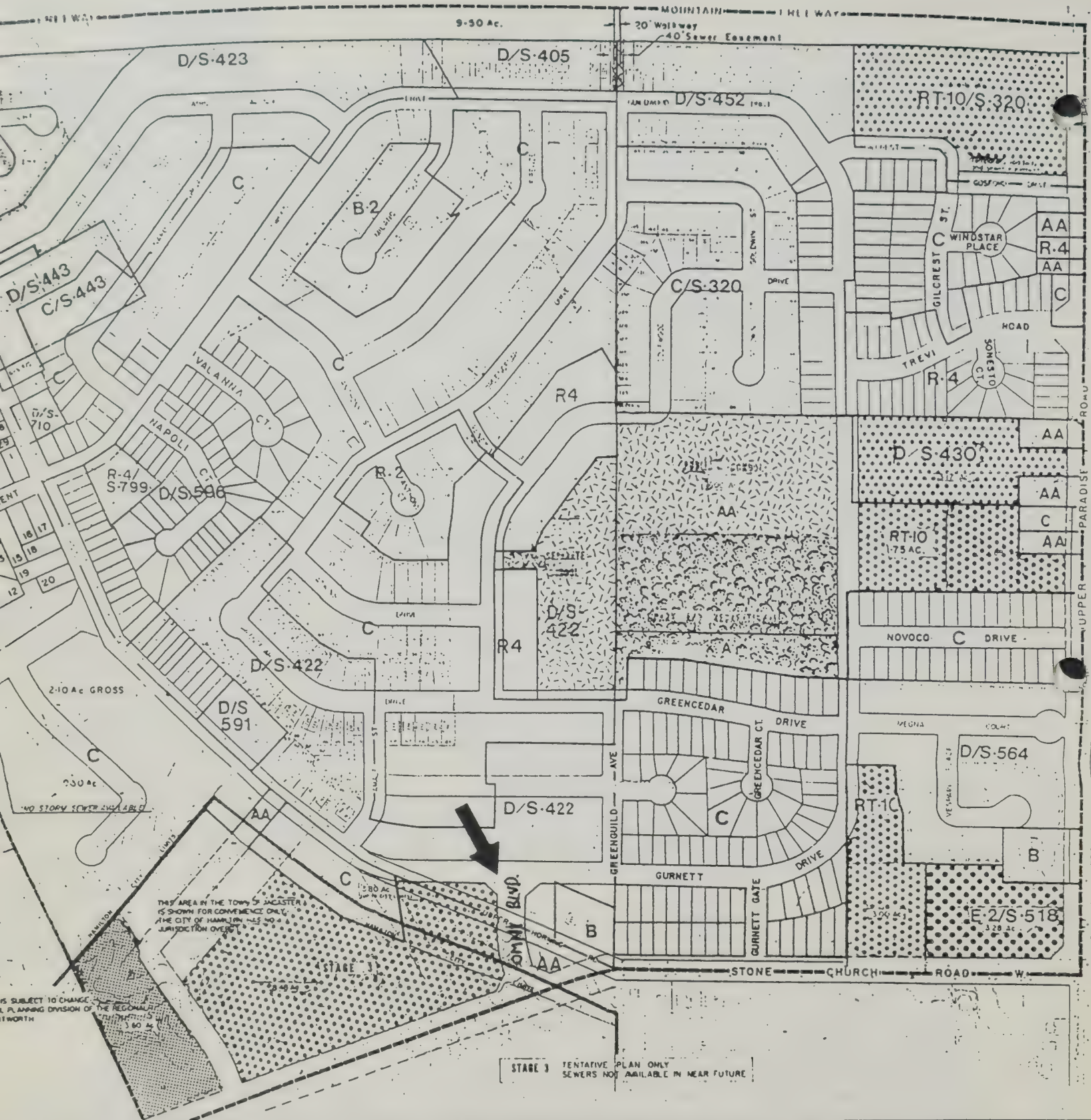
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department Operating Budget to cover the costs of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Don Ross has requested that three-way stop control be implemented at the intersection of Gurnett Drive and Omni Boulevard. The intersection of Gurnett and Omni is a "T" type intersection, and presently, there are no intersection control signs.

Although there is no documented collision problem at this recently constructed intersection, at least one of the criteria respecting the use of all-direction stop control at intersections is met, since this is an intersection of two neighbourhood collector streets. Therefore, the Traffic Department recommends that three-way stop control be implemented at this intersection.



EXISTING POPULATION	(1969)	86
	(1970)	90
	(1971)	81
	(1972)	65
	(1973)	47
	(1974)	39
	(1975)	35
	(1976)	35

## LAND USE

### RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

- COMMERCIAL
- INDUSTRIAL

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approval  
Planning Bd. FEB 12, 1970 Council AP  
Revisions

OCT 29, 1970  
JUNE 12, 1980

CITY OF HAMILTON  
PLANNING DEPARTMENT



FOR ACTION

2300

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

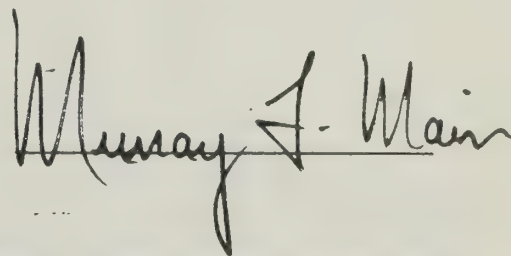
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 10  
COMM FILE: 3-9.4  
DEPT FILE: TEC-295-89

SUBJECT: Intersections of Greenguild Avenue and Caswell Drive/Francesca Court,  
and Greenguild Avenue and Gurnett Drive - intersection control.

RECOMMENDATION:

- a) That eastbound and westbound traffic on Caswell Drive/Francesca Court be required to stop for northbound and southbound traffic on Greenguild Avenue; and
- b) That southbound traffic on Greenguild Avenue be required to stop for eastbound and westbound traffic on Gurnett Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department Operating budget to cover the costs of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

The Regional Engineering Department has forwarded requests from area residents that stop control be implemented at the intersections of Caswell Drive/Francesca Court at Greenguild, and Greenguild Avenue at Gurnett Drive.

Intersection of Caswell Drive/Francesca Court and Greenguild Avenue

The subject intersection is a four-leg intersection, and presently, there are no intersection control signs. It is the policy of the Traffic Department to control all four-leg intersections of two-way streets with two-way stop control, since the application of this program in other neighbourhoods has reduced the collisions at local residential street intersections by approximately 50 percent.

Therefore, the Traffic Department recommends implementing two-way stop control such that eastbound and westbound traffic on Caswell Drive/Francesca Court be required to stop for northbound and southbound traffic on Greenguild Avenue.

Intersection of Greenguild Avenue and Gurnett Drive

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this location since it was constructed. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection, such that southbound traffic on Greenguild Avenue would be required to stop for eastbound and westbound traffic on Gurnett Drive. Therefore, the Traffic Department concurs with this request.







FOR ACTION

23(c)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 6  
COMM FILE: 3-9.4  
DEPT FILE: TEC-283-89

SUBJECT: Intersection of Markson Crescent and Landron Avenue  
- Intersection Control

RECOMMENDATION:

- a) That southbound traffic on Markson Crescent be required to stop for eastbound and westbound traffic on Landron Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

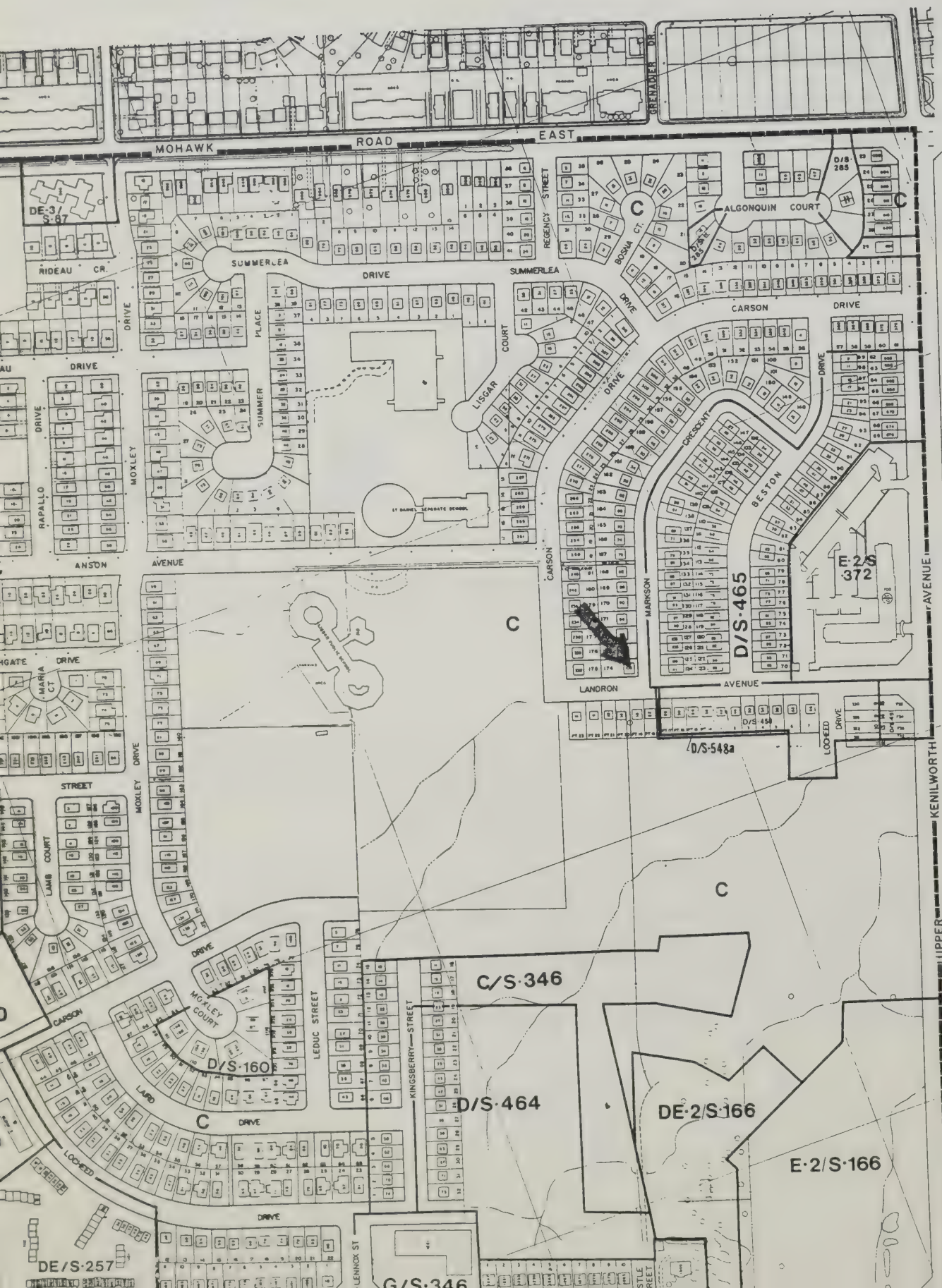
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Smith has forwarded to the Traffic Department a letter from Ms. Heide Marshall, 22 Markson Crescent, requesting stop control at the intersection of Markson and Landron. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at the intersection in the past seven years. Thus, the intersection is operating safely. However, as a safety measure related to the right-of-way at the intersection, The Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Markson would be required to stop for eastbound and westbound traffic on Landron. Therefore, the Traffic Department concurs with the request.





FOR ACTION

23 (a)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 9

COMM FILE: 3-9.4

DEPT FILE: TEC-291-89

SUBJECT: Intersection of Barlake Avenue and Violet Drive  
-- Intersection Control

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Barlake Avenue and Violet Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

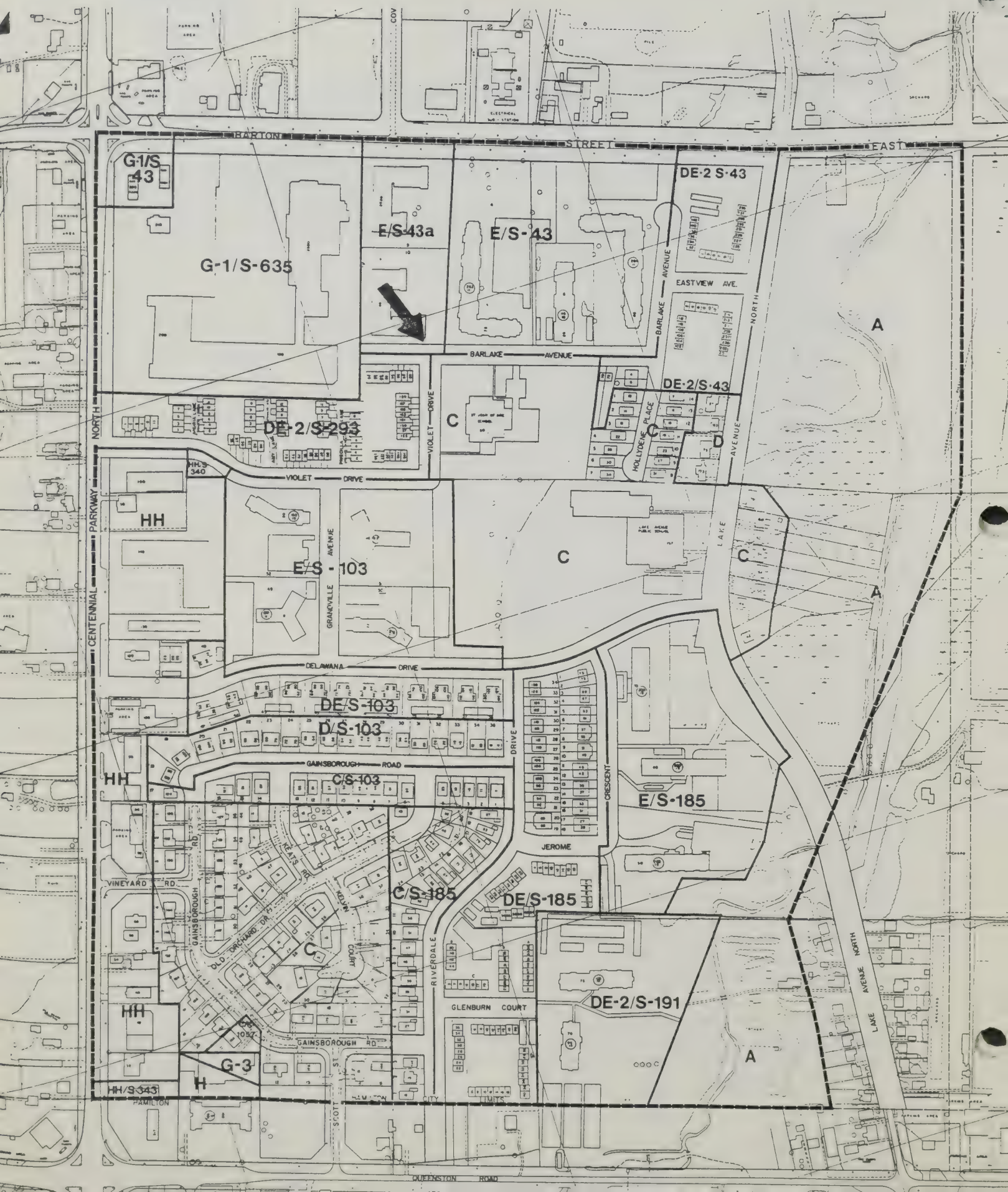
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Dominic Agostino on behalf of Mr. D. Glass, 163 Violet Drive, that three-way stop control be implemented at the intersection of Barlake and Violet. The subject intersection is a "T" type intersection, and presently, northbound traffic on Violet is required to stop for eastbound and westbound traffic on Barlake. Traffic Department records indicate that the intersection has averaged less than one collision per year over the past eight years. This is a good collision rate for this type of intersection.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop.

The subject intersection meets at least one of the criteria for all-way stop control due to its proximity to St. Joan of Arc Elementary School. Therefore, the Traffic Department concurs with the request.





FOR ACTION

23(e)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

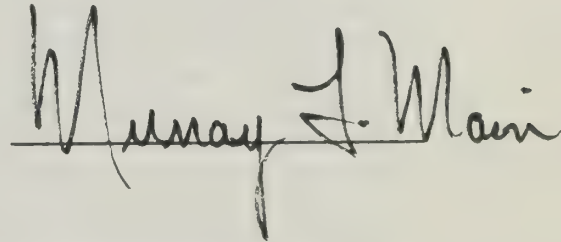
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 9  
COMM FILE: 3-9.4  
DEPT FILE: TEC-292-89

SUBJECT: Intersection of Main Street East and Reid Avenue - intersection control.

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Main Street East and Reid Avenue at this time.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The erection of stop signs on Main Street East at Reid Avenue would result in increased motor vehicle operating costs in the order of \$10,000 per year.

BACKGROUND:

Alderman David Christopherson has asked the Traffic Department to report to the Transport and Environment Committee respecting his request that three-way stop control be implemented at the intersection of Main Street East and Reid Avenue, because of a recent collision at this location and the proximity to Roxborough Park School. The Traffic Department has investigated this matter and has the following report:

The intersection of Main and Reid is a "T" shaped intersection, and presently, eastbound traffic on Main Street is required to stop for northbound and southbound traffic on Reid and a Traffic Department investigation has determined that the existing stop sign is well located and readily visible. Records indicate that there have been four reported collisions at this intersection in the past nine years, which is a very good rate for this type of intersection. The collision Alderman Christopherson referred to in his letter involved a vehicle driven by an impaired driver, which side swiped another vehicle turning the corner. This type of collision could not have been prevented by a stop sign or by any other changes to the intersection control at this intersection. There is an existing three-way stop at Reid Avenue and Ayr Avenue, only



approximately 350 feet north of Main Street, and an additional stop for northbound and southbound traffic would be considered to be over-restrictive and unnecessary.

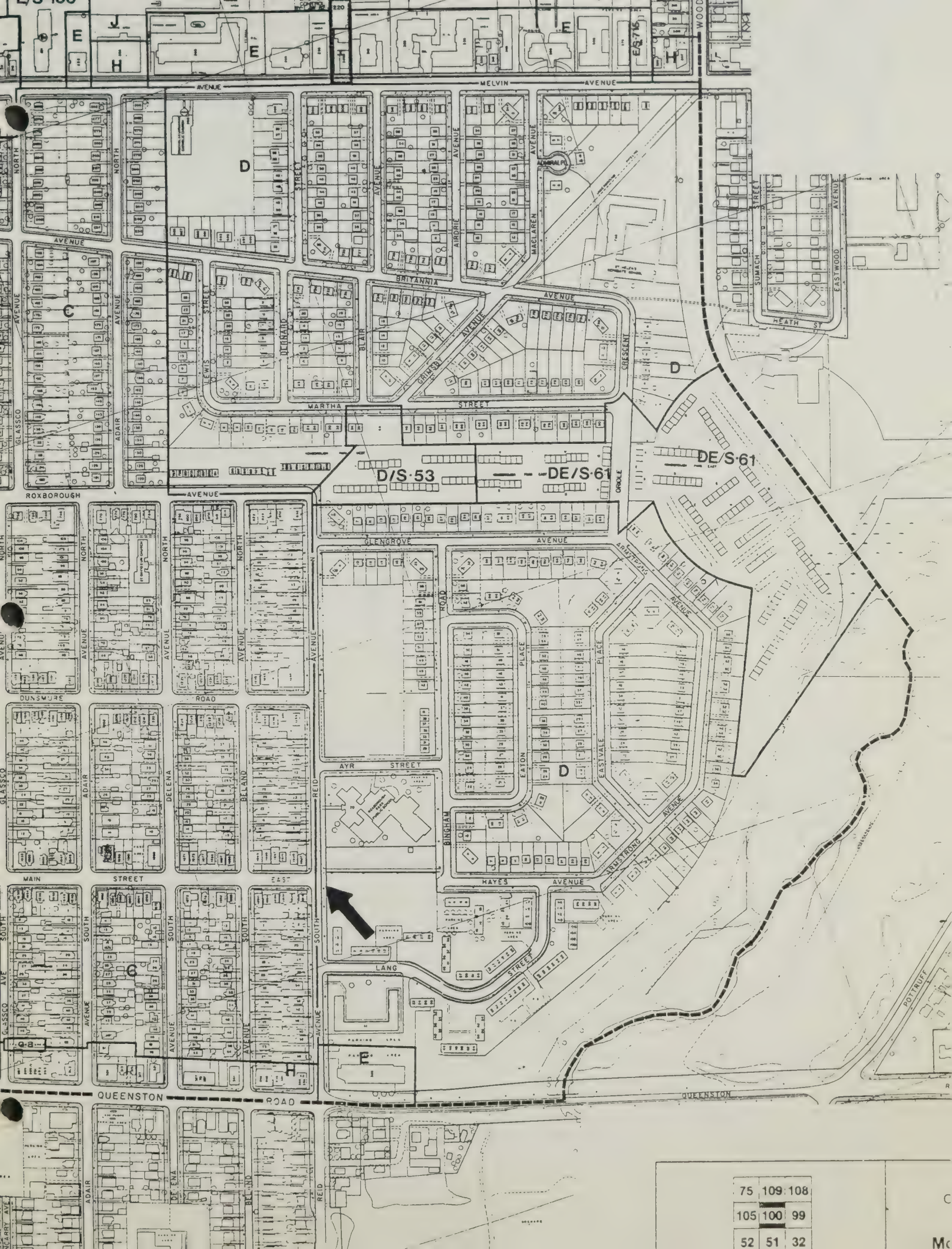
Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location, and therefore, are not looking for a stop sign, and we have found the violation rate to be relatively high. This could lead to a more serious condition when pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

There is a traffic signal at the intersection of Queenston Road and Reid Avenue, which is less than 1000 feet away from the intersection of Main and Reid. Experience has shown that the erection of stop signs within 1000 feet of a traffic signal creates a conflict for the motorist, in that the motorist "attempting to make the light" fails to observe the stop sign. Thus, it is concluded that it is less safe to install a stop sign which motorists are likely to ignore rather than to leave the intersection uncontrolled such that motorists and pedestrians are aware of their rights-of-way.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make necessary for all vehicles to stop. Although this intersection is in close proximity to Roxborough Park Elementary School, as noted above, it is concluded that stop signs on Reid at this location would experience a high rate of violation, making conditions less safe than under the present control.

For the above-noted reasons, the Traffic Department cannot recommend that all-way stop control be implemented at the intersection of Main and Reid at this time.





75	109	108
105	100	99
52	51	32





FOR ACTION

24.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 1  
COMM FILE: 3-9.6  
DEPT FILE: TEC-260-89

SUBJECT: Intersection of Southbend Road and Upper Wellington Street  
- Request for a School Traffic Officer

RECOMMENDATION:

That, in accordance with the recommendation of the Regional Police Department, a school traffic officer not be assigned to the intersection of Southbend Road and Upper Wellington Street at this time.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$7,220.00, and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND:

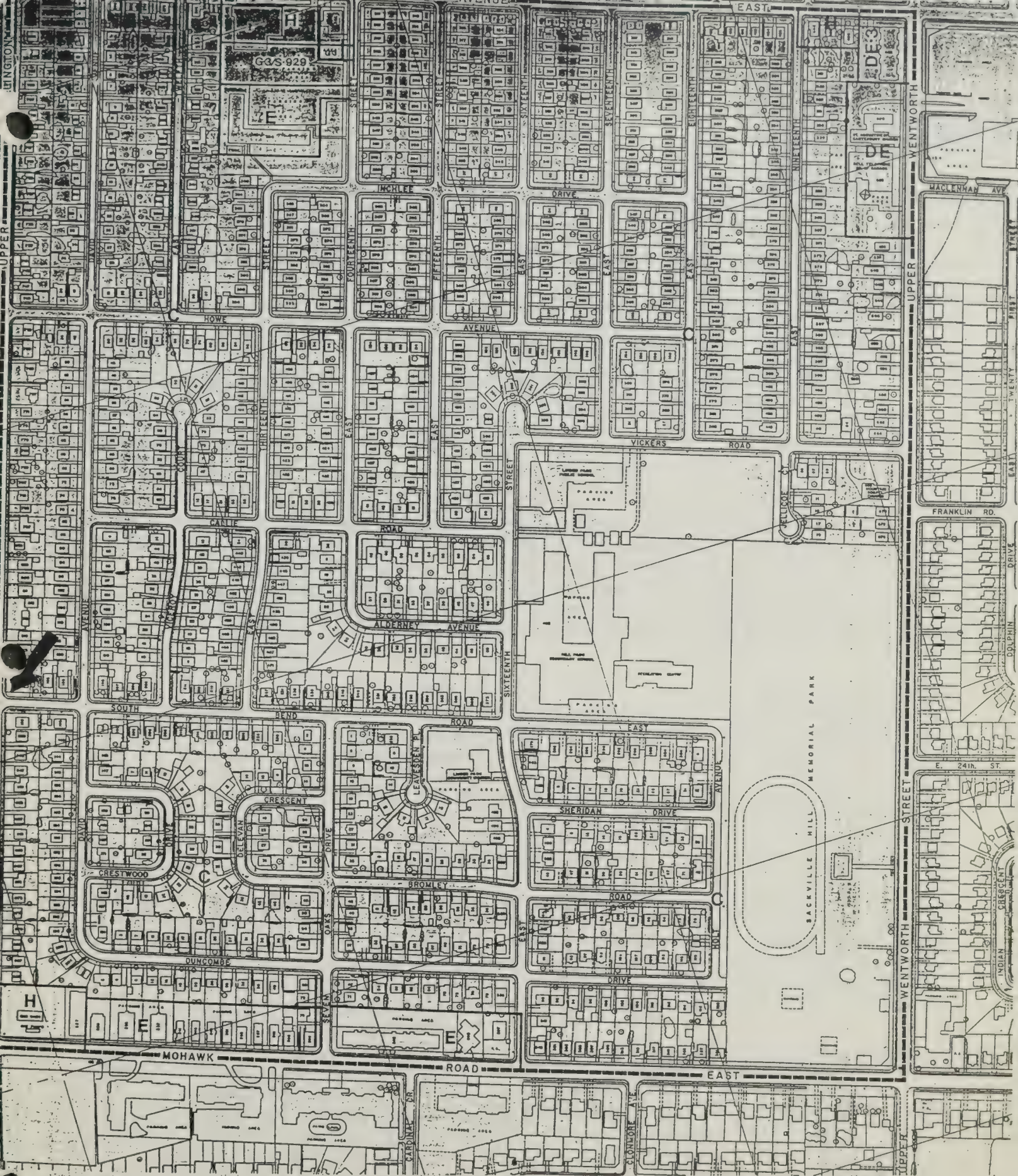
Alderman John Gallagher has requested that a school traffic officer be assigned to the intersection of Southbend and Upper Wellington. The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Southbend is required to stop for northbound and southbound traffic on Upper Wellington. The intersection was last studied by the Regional Police in October 1987, and a school traffic officer was not recommended at that time. However, in accordance with approved procedure, this request was again forwarded to the Hamilton Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1989 September 11, and observed six crossing movements by school children across Upper Wellington and no crossing movements across Southbend. The Regional Police have concluded that "although there are no safe gaps, the small number of children who might use the crossing guard on occasion does not warrant the cost of a guard" and have therefore, recommended that a school traffic officer not be assigned to the intersection of Southbend and Upper Wellington.

Traffic Department records indicate that the intersection is experiencing an average of 1.2 collisions per year over the past five years. This is a relatively good collision rate for this type of intersection. Only one of these collisions involved a pedestrian, and this collision occurred when a 15 year old girl was struck by a motorcycle while crossing Upper Wellington through traffic.

No charges were laid in the incident. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.









F O R   A C T I O N

25(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER  
COMMISSIONER OF ENGINEERING

DATE: 10 November 1989  
COMM FILE: 3-11.0.3  
DEPT FILE: T103-03(258)  
ID Jackie

SUBJECT

Proposed Alley Closure: North/South Alley South of Fennell Avenue West  
at rear of 640 Upper James Street.


RECOMMENDATIONS

- a) i) That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of The Registry Act, R.S.O. 1980 for an order to stop-up and close the North/South Alley South of Fennell Avenue West at rear of 640 Upper James Street from two feet south of the north property line of 640 Upper James Street to the north property line of 642 Upper James.
- ii) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- iii) That the documentation regarding the application to the District Court judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- iv) That the applicant register a reference plan under The Registry Act said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
- vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Proposed Alley Closure: North/South Alley South of Fennell Avenue West  
at the rear of 640 Upper James Street

Provided the Judge's Order to close the highway is granted:

- b) i) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
- ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.
- iii) That a 3 metre wide easement along the west property line be granted to Bell Canada for the existing facility in the subject alley closure.

  
\_\_\_\_\_  
G.S. Spencer  
Commissioner of Engineering

#### FINANCIAL IMPLICATION

N/A

#### BACKGROUND

We have received a request from Rinberto Construction Limited one of the abutting owners, to close the subject alley as shown on the attached drawing.

The present alley system is in the block bounded by Fennell Avenue West, Upper James Street, Monarch Road and West First Street and is presently unassumed. Parts of the subject alley have been illegally blocked off by the abutting residents, and we have received a request for closure from Rinberto Construction Ltd. one of the abutting owners through their agent, Mr. V. Fazzini, for a complete closure of the subject portion of the alley.

We have circulated notice of closure to the affected municipal departments and public utilities, and no objections to this request were received. Circularization to the area residents is now complete and the results are as follows:

No. Circularized = 38

In Favour - 11

Opposed - 1

No Response - 25

Cont'd .....



-page 3-

November 10, 1989

**Proposed Alley Closure: North/South Alley South of Fennell Avenue West  
at the rear of 640 Upper James Street**

Cont'd...

Because of a request by the owner of 636 Upper James Street (the applicant's neighbour to the north) to continue to have the use of approximately the northerly two feet of the alleyway at the rear of 640 Upper James Street the applicant has advised the Engineering Department that he is willing to accommodate the owner of 636 Upper James by changing his application to allow him continued use of the northerly two feet of the alley.

Since the Transport and Environment Committee has received an application from an abutting owner to close the alley, and since the requested area is effectively blocked off to vehicular traffic, we have no objection to this closure request.

JKC:ja  
Encl.

cc: L. Lawrence, City Solicitor's Department  
cc: Alderman T. Murray  
cc: Alderman D. Ross







COMMENTS CONCERNING THE PROPOSED ROAD ALLOWANCE CLOSURE NOTED BELOW  
WERE PREVIOUSLY REQUESTED FROM YOU

AS THE ANALYSIS OF THE PROPOSAL IS NOW COMPLETE THE TRANSPORT AND  
ENVIRONMENT COMMITTEE WILL MAKE A RECOMMENDATION TO CITY COUNCIL  
CONCERNING THE PROPOSAL AT THE COMMITTEE MEETING TO BE HELD AS  
INDICATED IN THE BOX IN THE LOWER RIGHT CORNER OF THIS NOTICE

THE MEETING IS OPEN TO THE PUBLIC AND YOU MAY MAKE VERBAL OR  
WRITTEN SUBMISSIONS TO THE COMMITTEE AT THAT TIME

PROPOSED ROAD ALLOWANCE CLOSURE - NORTH/SOUTH ALLEY AT REAR OF  
640 UPPER JAMES STREET

\*\*\*\*\*  
\* MEETING DATE \*  
\* MONDAY NOVEMBER 20, 1989 \*  
\* 3:00 O'CLOCK PM \*  
\* ROOM 203 CITY HALL \*  
\* HAMILTON \*  
\*\*\*\*\*

25(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER  
COMMISSIONER OF ENGINEERING

DATE: 1989 November 3  
COMM FILE: 3-11.9  
DEPT FILE: T103-03(264)  
ID Jackie

SUBJECT

Proposed Alleyway Closure: South Side of 372 Upper Wentworth Street  
East/West Alley from Upper Wentworth  
Street Westerly to the North/South Alley

RECOMMENDATION

That the Committee review the request of Mr. M. Gold whose property abuts the alley to stop-up and close the East/West Alley on the South side of 372 Upper Wentworth Street from Upper Wentworth Street Westerly to the North/South Alley, and if the request is acceptable to your Committee, recommend same subject to the following:

- (a) i) That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of the Registry Act, R.S.O. 1980 for an order stop-up and close the East/West Alleyway on the South side of 372 Upper Wentworth Street Westerly to the North/South Alley.
- ii) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- iv) That the applicant register a reference plan under The Registry Act said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Cont'd .....

Proposed Alleyway Closure: South Side of 372 Upper Wentworth Street  
East/West Alley from Upper Wentworth  
Street Westerly to the North/South Alley

Cont'd .....

- iv) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

- (b) i) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
- ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

  
\_\_\_\_\_

G.S. Spencer  
Commissioner of Engineering

#### FINANCIAL IMPLICATIONS

N/A

#### BACKGROUND

We have received a request from Mr. M. Gold an abutting owner; to close the subject alley, as shown on the attached drawing.

The present alley system in the block surrounded by Upper Wentworth Street, East 19th Street, Concession Street and Inverness Street is "T" shaped with openings onto Concession Street and Inverness Street. The alley is presently public unassumed.

This Department has circulated a notice of closure to the affected municipal departments, public utilities and to the abutting property residents/owners. The results are as follows:

- (i) Municipal Departments not in favour:

City of Hamilton Traffic Department and the Regional Planning and Development Department both indicated that the subject closure is being used by the area residents for vehicular traffic.

Cont'd .....



-Page 3-

November 3, 1989

Proposed Alleyway Closure:      South Side of 372 Upper Wentworth Street  
East/West Alley from Upper Wentworth  
Street Westerly to the North/South Alley

Cont'd .....

(ii) Abutting Owners:

2 in favour, 18 objections, and 49 no response.

The status of this alley is public unassumed, and as such it would have to be closed by Judge's Order.

Because of the following:

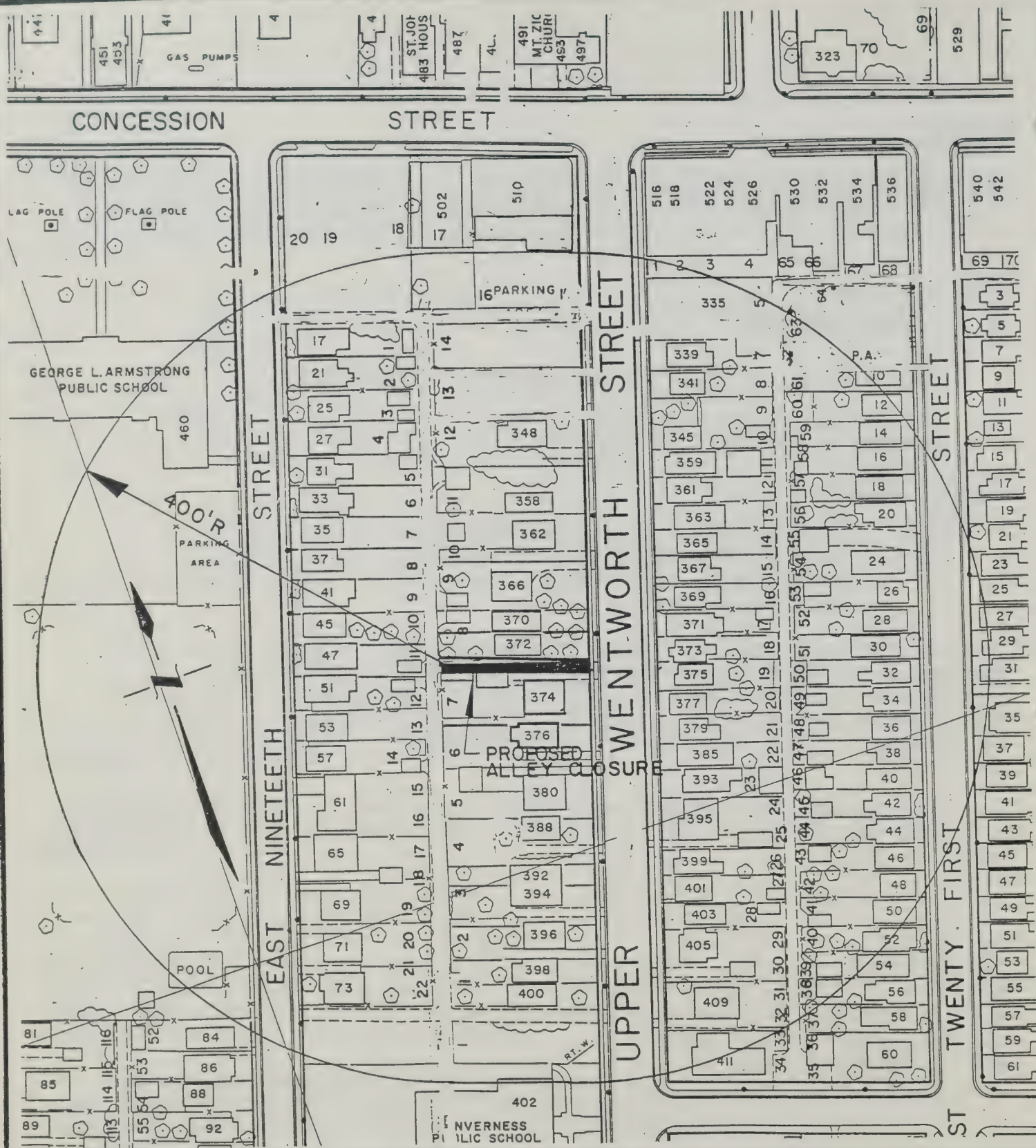
- (i)      objections from abutting owners
- (ii)     concerns of municipal departments
- (iii)    probability of the City being liable for court costs of any  
          objecting party,

we were not in favour of this application being submitted to the Transport and Environment Committee for its' consideration. In response to a telephone call from staff on November 3, 1989 and a letter dated November 7, 1989, Mr. M. Gold was advised of the objections to this closure and was requested to withdraw his application.

Mr. Gold advised this Department that he wished to proceed with his proposal and asked that this matter be presented to your Committee for consideration.

*AKC* JKC:ja  
attach.

cc: L. Lawrence, City Solicitor's Office  
cc: Alderman J. Gallagher  
cc: Alderman K. Merling  
cc: M. Watson, Manager Real Estate Division, Property Department



**PROPOSED ALLEY CLOSURE  
LOCATION PLAN**



**PROPOSED ALLEY CLOSURE**

COMMENTS CONCERNING THE PROPOSED ROAD ALLOWANCE CLOSURE NOTED BELOW  
WERE PREVIOUSLY REQUESTED FROM YOU

AS THE ANALYSIS OF THE PROPOSAL IS NOW COMPLETE THE TRANSPORT AND  
ENVIRONMENT COMMITTEE WILL MAKE A RECOMMENDATION TO CITY COUNCIL  
CONCERNING THE PROPOSAL AT THE COMMITTEE MEETING TO BE HELD AS  
INDICATED IN THE BOX IN THE LOWER RIGHT CORNER OF THIS NOTICE

THE MEETING IS OPEN TO THE PUBLIC AND YOU MAY MAKE VERBAL OR  
WRITTEN SUBMISSIONS TO THE COMMITTEE AT THAT TIME

PROPOSED ROAD ALLOWANCE CLOSURE  
ALLEY-SOUTH SIDE OF 372 UPPER WENTWORTH STREET  
EAST-WEST ALLEY FROM UPPER WENTWORTH STREET  
WESTERLY TO THE NORTH-SOUTH ALLEY

\*\*\*\*\*  
\*MEETING DATE \*  
\*MONDAY NOVEMBER 20 1989\*  
\*3:00 O'CLOCK PM \*  
\*ROOM 233 CITY HALL \*  
\* HAMILTON \*  
\*\*\*\*\*



FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 Nov. 8

COMM FILE:

DEPT. FILE: 65-3.398

SUBJECT:

By-law to close and sell the easterly portion of Brenda Street, east of Eleanor Avenue, shown as Parts 1 and 2, on Plan 62R-10213

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 14, adopted by City Council on August 30, 1988.

*P. R. A. Hooker*

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on August 30, 1988, directed the City Solicitor to prepare the by-law above referred to. Pursuant to s.301 of The Municipal Act, the Public Notice has been printed in The Spectator on Saturday, October 28, and November 4 and will be further published on November 11 and 18, 1989.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk  
:sr  
Att.

FOR ACTION

26067

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

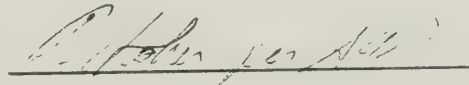
DATE: 1989 Nov. 8  
COMM FILE:  
DEPT. FILE: 65-3.395

SUBJECT:

By-law to close and retain a portion of Belview Avenue designated as Part 3 on Plan 62R-10402 and Beck Street designated as Part 19 on Plan 62R-6147

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 12(a), adopted by City Council on July 26, 1988.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on July 26, 1988, directed the City Solicitor to prepare the by-law above referred to. Pursuant to s.301 of The Municipal Act, the Public Notice has been printed in The Spectator on Saturday, October 28, and November 4 and will be further published on November 11 and 18, 1989.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk  
:sr  
Att.





CA 4014 HBL AOS  
C51T6

E. A. SIMPSON  
CITY CLERK

K. E. AVERY  
DEPUTY CITY CLERK



Mrs. J. McAnanama  
Public Library

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

## THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 November 29

### NOTICE OF MEETING

#### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 December 04  
2:00 o'clock p.m.  
Room 233, City Hall

A handwritten signature in cursive script, appearing to read "R. Prowse".

Robert C. Prowse, Secretary  
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

### A G E N D A:

1. Minutes of the Monday, November 20, 1989 meeting of the Transport and Environment Committee

### DIRECTOR OF PUBLIC WORKS

2. Provision of Computer Workstations in the Administration, Streets & Sanitation and Fleet Services Divisions of the Public Works Department
3. Slope Enhancement of City Owned Ravine at the Rear of the Visitor's Inn
4. Third Sector Employment Enterprises - Additional Surcharge
5. Balancing of Administration Accounts (Fleet Services Division)

1



## PURCHASING

6. Supply and Delivery of Reflective Sheeting, Traffic Department
7. Supply and Delivery of Moisture Proof Drop-on Glass Beads, Traffic Department
8. Supply and Delivery of Traffic Poles and Signal Arms, Traffic Department
9. Supply and Delivery of Multi-Conductor Traffic Cable, Traffic Department
10. Supply and Delivery of Adjustable Face Traffic and Pedestrian Signal Heads, Traffic Department
11. Purchase of Two (2) F450 Cabs and Chassis with Service Bodies, Traffic Department
12. Supply and Delivery of PVC Conduit and Fittings, Traffic Department
13. Commissionaires Annual Salary Rates - 1990

## DIRECTOR OF TRAFFIC SERVICES

14. Provision of Computer workstations in the Traffic Department
15. Intersection Control
  - (a) Intersection of Stanley Avenue and Kent Street
  - (b) Intersection of Queen Victoria and Queensbury Drives
  - (c) Intersection of Shaw Street and Douglas Street
16. Request for a School Traffic Officer
  - (a) Intersection of Herkimer Street and Dundurn Street South
  - (b) Intersection of Barlake Avenue and Violet Drive
17. Parking Regulations
  - (a) North Side of Homewood Avenue, West of Kent Street
  - (b) East 31st Street between Munn Street and Queensdale Avenue
  - (c) Strathcona Avenue North between York Boulevard and Tom Street
  - (d) Anna Capri Drive between Upper Gage Avenue and Rita Court
  - (e) Belview Avenue between Cannon Street East and Northerly Limit
  - (f) Agnes Street between Argyle Avenue and Campbell Avenue





18. Traffic Conditions in the vicinity of Mountville Elementary School - 59 Karen Crescent
19. 277 Hughson Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident
20. Limeridge Road East at Upper Gage Avenue - Bus Stop Relocation
21. School Bus Loading Zone on Laurier Avenue in front of Buchanan Park School
22. East side of Dalewood Crescent, north of Sterling Street - Corner Clearance
23. Provision of Additional Taxi Stands in the Central Business District

#### NEW TRAFFIC OPERATIONS CENTRE

24. Appointment of Architect

#### COMMISSIONER OF ENGINEERING

25. Supply and Installation of a Catch Basin in the Public Unassumed Alley to the rear of 25 Mountain Avenue - Increase in Construction Cost
26. Renewal of Dofasco Ingot Truck Agreement
27. Public Walkway Upper James Street to Allison Crescent
28. Inadvertent Encroachment Agreements
29. Banner Display Application - December 4, 1989 to December 11, 1989 - Please Support the CHML Christmas Tree of Hope
30. (a) Kingsberry Gardens - Phase 4, Hamilton - Cash Payment in Lieu of 5% Parkland Dedication  
(b) Cantelmi Court, Hamilton - Cash Payment in Lieu of 5% Parkland Dedication
31. 1989 Servicing Expenditures Related to Subdivisions
32. Engineering Department - Transportation Services - 1990-1994 Capital Budget
33. Anchor Road Industrial Park - Construction of Roads
34. Reconstruction of East 23rd From Fennell Avenue to Maclean Avenue

#### DELEGATIONS

35. Proposed Alley Closure: First East/West Alleyway South of Concession Street from East 38th Street to the North/South Alley





36. Road Allowance Closure: Holland Avenue at the Rear of 560 to 596  
Stonechurch Road East
37. Greenhill Avenue

BILLS

38. (a) By-law to Establish an Alley west of Wellington Street designated  
as Parts 1 and 2 on Plan 62R-10690
- (b) By-law to Incorporate Reserve "A", Plan 970 into Christopher Drive
- (c) By-law to Incorporate Part 4, Plan 62R-10444 into Chester Avenue
- (d) By-law to Incorporate Block 24, Plan 62M-409 into Benemar Court
- (e) By-law to Incorporate Block 18, Plan 62M-382 into Charing Drive
- (f) By-law to Incorporate Block 116, Plan 62M-528 and Block 23, Plan 62M-  
409 into Rushdale Drive
- (g) By-law to Incorporate Reserve "B", Plan 970 into Alderson Drive
- (h) By-law to close and retain a portion of Augusta Street designated  
as Parts 1 and 2 on Plan 62R-10660
- (i) By-law to Incorporate Block 111, Plan 62M--583 into Ashcroft Drive
- (j) By-law to Incorporate Reserve "A", Plan 878 into Malton Drive
- (k) By-law to Incorporate Parts 1 and 3, Plan 62R-10608, Part 12, Plan  
62R-9500 and Block 112, Plan 62M-583 into Rexford Drive

CITY TREASURER

39. Release of Holdback



OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
2.	Tree Policy re: sidewalk damage	Aug. 21/89	Mr. Pavelka	Report to follow
3.	Garbage Pickup at Restaurant, Fast Food Stores, and other Food-Handling Operations	Oct. 02/89	Ald. Hinkley	Tabled until further notice





CA 40N HBLAOS  
C5176

E. A. SIMPSON  
CITY CLERK

K. E. AVERY  
DEPUTY CITY CLERK



Mrs. J. McAnanama  
Public Library

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

# THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 November 15

## NOTICE OF MEETING

### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 November 20  
2:00 o'clock p.m.  
Room 233, City Hall

Robert C. Prowse, Secretary  
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

### A G E N D A:

1. Minutes of the Monday, October 23, 1989 and Monday, November 06, 1989 meetings of the Transport and Environment Committee

### DIRECTOR OF PUBLIC WORKS

2. Balancing of Administration Accounts
3. Sidewalk Snow Clearing Policy
4. Litter Container Service
5. Public Works Department Streets and Sanitation Division 1990-1994 Capital Budget
6. Public Works Department Fleet Services Division 1990-1994 Capital Budget
7. Recycling Concrete





#### DIRECTOR OF PROPERTY

8. Conveyance of Berm Easements to the Region Mountain East-West Transportation Corridor

#### CITY SOLICITOR

9. Expropriation of Part of Lot 1 and Lot 2, Registered Plan 909 Properties known Municipally as parts of 564 and 570 Stone Church Road East

#### COMMISSIONER OF ENGINEERING

10. Temporary Change of Depew Street between Burlington Street and Gertrude Street from Two-way to One-way South on Sunday, December 17, 1989
11. Inadvertent Encroachment Agreements
12. Supply and Installation of a Catch Basin in the Public Unassumed Alley to the rear of 25 Mountain Avenue Increase in Construction Cost
13. Plan of Subdivision for "Kingsberry Gardens - Phase 4", Hamilton located west of Upper Kenilworth and north of Limeridge Road East in the Lisgar Neighbourhood

#### DIRECTOR OF TRAFFIC SERVICES

14. Intersection of Cumberland, Sanford and Rutherford Avenues - Review of Traffic Conditions
15. Lawrence Road opposite Bettina Avenue - Request for a School Traffic Officer
16. West side of Kingsley Drive, south of Broker Drive, extension of School Bus Loading Zone
17. No. 19 Harrison Avenue - request for reserved permit parking space for a handicapped resident
18. No. 454 Dundurn Street South - Application for Residential Boulevard Parking
19. Discharge of Residential Boulevard Parking Agreement
  - (a) No. 31 Cumberland Avenue
  - (b) No. 206 Campbell Avenue
  - (c) No. 35 Frederick Avenue



20. Application for a Time Limit Exemption Permit

- (a) No. 102 West Avenue South
- (b) No. 455 King William Street
- (c) No. 8 1/2 Ottawa Street North

21. Corner Clearance

- (a) East side of Palmer Road, north of Reno Avenue
- (b) Intersection of McElroy Road East and Upper Wellington Street

22. Parking Regulations

- (a) Queen Victoria Drive between Loconder Drive and Queensbury Drive
- (b) South side of Kingsway Drive, east of John Street South
- (c) South side of Roxborough Avenue, west of Glendale Avenue
- (d) Robinson Street between Hess Street and Caroline Street
- (e) Guildwood Drive between Gilcrest Street and Greencedar Drive
- (f) Shaw Street between Wentworth Street North and Cheever Street
- (g) Glen Forest Drive, east of Glencastle Drive
- (h) West 32nd Street between Sanatorium Road and Elmwood Avenue
- (i) Emerald Street South between Main Street East and Hunter Street East

23. Intersection Control

- (a) Intersection of Gurnett Drive and Omni Boulevard
- (b) Intersections of Greenguild Avenue and Caswell Drive/Francesca Court, and Greenguild Avenue and Gurnett Drive
- (c) Intersection of Markson Crescent and Landron Avenue
- (d) Intersection of Barlake Avenue and Violet Drive
- (e) Intersection of Main Street East and Reid Avenue





#### DELEGATIONS

24. Request for a School Traffic Officer at the Intersection of Upper Wellington Street and Southbend Road
25. (a) Proposed Alley Closure North/South Alley South of Fennell Avenue West at rear of 640 Upper James Street
- (b) Proposed Alley Closure: South of 372 Upper Wentworth Street East/West Alley from Upper Wentworth Street Westerly to the North/South Alley

#### BILLS

26. (a) By-law to close and sell the easterly portion of Brenda Street, east of Eleanor Avenue, shown as Parts 1 and 2, on Plan 62R-10213
- (b) By-law to close and retain a portion of Belview Avenue designated as Parts 3 on Plan 62R-10402 and Beck Street designated as Part 19 on Plan 62R-6147





# OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.    Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
2.    Tree Policy re: sidewalk damage	Aug. 21/89	Mr. Pavelka	Report to follow
3.    Garbage Pickup at Restaurant, Fast Food Stores, and other Food-Handling Operations	Oct. 02/89	Ald. Hinkley	Tabled until further notice



CAYON HBLAOS  
CSIT6

Urban Municipal Collections  
Public Library



E. A. SIMPSON  
CITY CLERK  
  
K. E. AVERY  
DEPUTY CITY CLERK

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

## THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 November 29

### NOTICE OF MEETING

#### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 December 04  
2:00 o'clock p.m.  
Room 233, City Hall

A handwritten signature in dark ink, appearing to read "R. Prowse", with a long horizontal flourish extending to the right.

Robert C. Prowse, Secretary  
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

### A G E N D A:

1. Minutes of the Monday, November 20, 1989 meeting of the Transport and Environment Committee

### DIRECTOR OF PUBLIC WORKS

2. Provision of Computer Workstations in the Administration, Streets & Sanitation and Fleet Services Divisions of the Public Works Department
3. Slope Enhancement of City Owned Ravine at the Rear of the Visitor's Inn
4. Third Sector Employment Enterprises - Additional Surcharge
5. Balancing of Administration Accounts (Fleet Services Division)





## PURCHASING

6. Supply and Delivery of Reflective Sheeting, Traffic Department
7. Supply and Delivery of Moisture Proof Drop-on Glass Beads, Traffic Department
8. Supply and Delivery of Traffic Poles and Signal Arms, Traffic Department
9. Supply and Delivery of Multi-Conductor Traffic Cable, Traffic Department
10. Supply and Delivery of Adjustable Face Traffic and Pedestrian Signal Heads, Traffic Department
11. Purchase of Two (2) F450 Cabs and Chassis with Service Bodies, Traffic Department
12. Supply and Delivery of PVC Conduit and Fittings, Traffic Department
13. Commissionaires Annual Salary Rates - 1990

## DIRECTOR OF TRAFFIC SERVICES

14. Provision of Computer workstations in the Traffic Department
15. Intersection Control
  - (a) Intersection of Stanley Avenue and Kent Street
  - (b) Intersection of Queen Victoria and Queensbury Drives
  - (c) Intersection of Shaw Street and Douglas Street
16. Request for a School Traffic Officer
  - (a) Intersection of Herkimer Street and Dundurn Street South
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17. Parking Regulations
  - (a) North Side of Homewood Avenue, West of Kent Street
  - (b) East 31st Street between Munn Street and Queensdale Avenue
  - (c) Strathcona Avenue North between York Boulevard and Tom Street
  - (d) Anna Capri Drive between Upper Gage Avenue and Rita Court
  - (e) Belview Avenue between Cannon Street East and Northerly Limit
  - (f) Agnes Street between Argyle Avenue and Campbell Avenue





18. Traffic Conditions in the vicinity of Mountville Elementary School - 59 Karen Crescent
19. 277 Hughson Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident
20. Limeridge Road East at Upper Gage Avenue - Bus Stop Relocation
21. School Bus Loading Zone on Laurier Avenue in front of Buchanan Park School
22. East side of Dalewood Crescent, north of Sterling Street - Corner Clearance
23. Provision of Additional Taxi Stands in the Central Business District

#### NEW TRAFFIC OPERATIONS CENTRE

24. Appointment of Architect

#### COMMISSIONER OF ENGINEERING

25. Supply and Installation of a Catch Basin in the Public Unassumed Alley to the rear of 25 Mountain Avenue - Increase in Construction Cost
26. Renewal of Dofasco Ingot Truck Agreement
27. Public Walkway Upper James Street to Allison Crescent
28. Inadvertent Encroachment Agreements
29. Banner Display Application - December 4, 1989 to December 11, 1989 - Please Support the CHML Christmas Tree of Hope
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(b) Cantelmi Court, Hamilton - Cash Payment in Lieu of 5% Parkland Dedication
31. 1989 Servicing Expenditures Related to Subdivisions
32. Engineering Department - Transportation Services - 1990-1994 Capital Budget
33. Anchor Road Industrial Park - Construction of Roads
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#### DELEGATIONS

35. Proposed Alley Closure: First East/West Alleyway South of Concession Street from East 38th Street to the North/South Alley



36. Road Allowance Closure: Holland Avenue at the Rear of 560 to 596 Stonechurch Road East
37. Greenhill Avenue

#### BILLS

38. (a) By-law to Establish an Alley west of Wellington Street designated as Parts 1 and 2 on Plan 62R-10690
- (b) By-law to Incorporate Reserve "A", Plan 970 into Christopher Drive
- (c) By-law to Incorporate Part 4, Plan 62R-10444 into Chester Avenue
- (d) By-law to Incorporate Block 24, Plan 62M-409 into Benemar Court
- (e) By-law to Incorporate Block 18, Plan 62M-382 into Charing Drive
- (f) By-law to Incorporate Block 116, Plan 62M-528 and Block 23, Plan 62M-409 into Rushdale Drive
- (g) By-law to Incorporate Reserve "B", Plan 970 into Alderson Drive
- (h) By-law to close and retain a portion of Augusta Street designated as Parts 1 and 2 on Plan 62R-10660
- (i) By-law to Incorporate Block 111, Plan 62M--583 into Ashcroft Drive
- (j) By-law to Incorporate Reserve "A", Plan 878 into Malton Drive
- (k) By-law to Incorporate Parts 1 and 3, Plan 62R-10608, Part 12, Plan 62R-9500 and Block 112, Plan 62M-583 into Rexford Drive

#### CITY TREASURER

39. Release of Holdback





OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
2.	Tree Policy re: sidewalk damage	Aug. 21/89	Mr. Pavelka	Report to follow
3.	Garbage Pickup at Restaurant, Fast Food Stores, and other Food-Handling Operations	Oct. 02/89	Ald. Hinkley	Tabled until further notice





Monday, November 20, 1989  
2:00 o'clock p.m.  
Room 233, City Hall

The Transport and Environment Committee.

There were present: Alderman H. Merling, Chairman  
Alderman D. Christopherson, Vice-Chairman  
Alderman V. Agro  
Alderman D. Drury  
Alderman D. Agostino  
Alderman J. Smith  
Alderman D. Ross

Regrets: Alderman T. Cooke (ill)  
Mayor R. Morrow (Civic Business)

Also present: Alderman B. Hinkley  
Alderman T. Murray  
Alderman J. Gallagher  
Mr. L. Sage, Chief Administrative Officer  
Mr. J. Pavelka, Director of Public Works  
Mr. D. Lobo, Parks Division, Public Works  
Mr. M. Main, Director of Traffic Services  
Mr. M. Watson, Property Department  
Mr. R. Meiers, Regional Engineering Department  
Mrs. Bernice Price, Hamilton Safety Council  
Ms. Wilson, Hamilton Board of Education  
Mrs. Diane Buist, Police Department

The Minutes of the Monday, October 23, 1989 and Monday, November 06, 1989 meetings of the Transport and Environment Committee were adopted as circulated.

Minutes

The Committee approved the following recommendation of the Director of Public Works respecting the Balancing of Administration Accounts:

Balancing of Administration Accounts

That \$1 800 be transferred from Account No. 56104--Uniforms, Clothing and Accessories, where it is expected there will be an underexpenditure, to Account No. 56004--Postage where it is expected there will be an overexpenditure.

The Committee approved the following recommendation of the Director of Public Works respecting Sidewalks Snow Clearing Policy:

Sidewalks Snow Clearing Policy

That the new "Snow Notice" and the "Snow Clearing Charges Assessed" notice, be approved.

The Committee approved the following recommendation of the Director of Public Works respecting Litter Container Service:

Litter Container Service

That the Region of Hamilton-Wentworth, Hamilton Street Railway, be requested to cost share the litter container service based on the level of service and the number of litter containers located at bus shelters, with the City of Hamilton.

NOTE: It was further moved by Alderman Christopherson seconded by Alderman Smith that the Reference in the Report to "expansion to and contracting out" be referred back to staff to develop a proposal that the local union is comfortable with regarding the tender proposal. Carried.

Alderman Murray requested that all litter containers in downtown Hamilton be emptied and taken away prior to Grey Cup Celebrations in downtown Hamilton to avoid potential vandalism.

This met with the general agreement of the Committee members present.

The Committee approved the Capital Budget Submission for the Streets and Sanitation Division 1990-1994, as submitted by the Director of Public Works in a report dated October 31, 1989, File No. 89-5080 and agreed to refer this to the Co-ordinating Committee for consideration for inclusion in the 1990-1994 Capital Budget.

It was further moved by Alderman Smith seconded by Alderman Drury that the Public Works staff bring back a report on the need for steps up the east mountain area of the City. Carried.

The Committee approved the Capital Budget Submission of the Fleet Services Division of Public Works in a report dated 1989 October 31, File No. 89-5080, and agreed to refer the items to the Co-ordinating Committee for consideration for inclusion in the 1990-1994 Capital Budget.

The Committee approved the following recommendation of the Director of Public Works respecting Recycling of Concrete:

That the Public Works Department be permitted to recycle concrete by crushing concrete into granular material at its various yards.

NOTE: By recycling clean concrete through the year; not hauling the concrete to dumps where tipping fees must be paid, but by crushing the concrete over the winter and then using the granular "A", the City will save approximately \$32 000 annually.

Staff was directed to notify the area residents and Ward Aldermen prior to initiating the crushing of concrete.

The Committee approved the following recommendation of the Director of Property respecting the Conveyance of Berm Easements to the Region for the Mountain East-West Transportation Corridor:

That the following list of berm easements be transferred to the Regional Municipality of Hamilton-Wentworth at no cost, for the construction of berms or noise barriers.

Streets and Sanitation  
Division 1990-1994  
- Public Works

Fleet Services Division  
- Public Works

Recycling of Concrete

Conveyance of Berm  
Easements to the Region  
for the Mountain East-  
West Transportation  
Corridor

<u>Grantor</u>	<u>Reference Plan &amp; Parts</u>	<u>Description</u>
Stanlow Holdings Ltd.	Parts 1,2 & 9 to 20 incl.	Blks.A & B,Pt. Lots 27 to 38 incl.,M-286
Antonio & Maria Marques	Part 3, 62R-6424	Pt.Lot 21,M-286
Homex Co.Ltd.	Part 4, 62R-6424	Pt.Lot 22,M-286
Homex Co.Ltd.	Part 5, 62R-6424	Pt.Lot 23,M-286
Homex Co.Ltd.	Part 6, 62R-6424	Pt.Lot 24,M-286
Homex Co.Ltd.	Part 7, 62R-6424	Pt.Lot 25,M-286
Homex Co.Ltd.	Part 8, 62R-6424	Pt.Lot 26,M-286
Ontario Housing Corp.	Parts 5-13 incl. 62R-3669	Pt.Lots 5 - 13 incl., M-229
Oakington Construction Limited	Part 3, 62R-3675	Parcel 16-1 Section Bar-7 Pt.Lot 16,Con.7 Barton
Attilio Bollella and John Anthony Parente	Parts 1-12 incl. 62R-5899	Pt.Lots 1-6 incl. M-310
McLaughlin Taro Developments Limited	Parts 39-48 incl. and Parts 50-61 incl., 62R-3044 Parts 1 & 2 62R-3082	Pt. Lots 39-48 and 50-61, incl. M-188 and Pt.Lots 38 & 49 M-188

The Committee approved the following recommendation of the Acting City Solicitor respecting the Expropriation of Part of Lot 1 and 2, of the Properties known as 564 and 570 Stone Church Road East:

That the City Clerk be authorized and directed to:

- (a) Give Notice of the City's application for approval to expropriate for highway and municipal purposes, two parcels of land measuring firstly, 37.19 feet by 140.58 feet (irregular), known municipally as Part of 564 Stone Church Road East and described as Parts 2, 3, and 4 on Plan 62R-10529 and secondly, 26.46 feet by 140.58 feet (irregular), known municipally as Part of 570 Stone Church Road East, and described as Parts 5,6,7,8, and 9 on Plan 62R-10529.

Expropriation of Part  
of Lot 1 and 2, of the  
Properties known  
as 564 and 570 Stone  
Chruch Road East



NOTE: This Notice shall be given to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said lands;

- (b) Advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and
- (c) Sign and Receive the said application for approval of these expropriations.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Temporary Change of Depew Street between Burlington Street and Gertrude Street from two-way to one-way south, annually on a Sunday in December:

That the application of Dofasco Incorporated to temporarily change Depew Street from a two-way street to a one-way street between a Burlington Street and Gertrude Street, annually in December on a Sunday from 8:00 a.m. to 5:00 p.m. to facilitate their "Annual Christmas Party", be approved, subject to the following conditions:

- (a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the Region;
- (d) That the applicant provide proof of \$2 000 000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- (g) That all property owners and tenants along the closed portion of the route be notified of the change in the street by the application at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Temporary Change of  
Depew Street between  
Burlington Street and  
Gertrude Street from  
two-way to one-way  
South, annually on a  
Sunday in December

The Committee approved the following recommendation of the Commissioner of Engineering respecting Inadvertent Encroachment Agreements:

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "B", of a report dated November 01, 1989, File No. T103-50, be approved during the pleasure of Council provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- (c) That a first year fee and a subsequent annual fee as determined in schedule "B" be set for this privilege.

With respect to an item dealing with the Supply and Installation of a Catch Basin in the Public Unassumed Alley to the rear of 25 Mountain Avenue, the Committee tabled the matter until Alderman Cooke could be present at the meeting.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Kingsberry Garden - Phase 4 Hamilton:

- (a) That the submitted schedules for the estimated cost of services in "Kingsberry Gardens - Phase 4", Hamilton, located west of Upper Kenilworth Avenue and north of Limeridge Road East in the Lisgar Neighbourhood, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. The total estimated cost of services for this development is \$431 467.94.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the City of Hamilton and the owner, P. Barnett Construction Limited.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's share of the cost of services for the development (\$25 678) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.

Inadvertent Encroachment Agreements:

- 124 Steven Street
- 17 Mulberry Street
- 9 Roxborough Avenue
- 75 Oak Avenue
- 276 Stanley Avenue
- 111 South Oval
- 172 Maplewood Avenue
- 50 Somerset Avenue
- 246 Hunter Street W.
- 140 Oak Avenue

Supply and Installation of a Catch Basin in the Public Unassumed Alley - 25 Mountain Avenue

Kingsberry Garden - Phase 4, Hamilton

(f) That the City Solicitor be authorized and directed to prepare the necessary By-law (s) to:

- i. incorporate the 0.3m reserve, Block "B", on Plan 62M-225, into the Castle Street road allowance and register the By-law immediately following the adoption of this resolution by Council.
- ii. incorporate the 0.3m reserve, Block "33", on Plan 62M-461, into the Lockheed Drive road allowance after the Plan of Subdivision for "Kingsberry Gardens - Phase 4" has been registered.

At the request of Alderman Hinkley an item respecting the Intersection of Cumberland, Sanford and Rutherford Avenues, review of traffic conditions, was tabled.

At the request of Alderman Agostino, an item respecting for a request for a School Traffic Officer on Lawrence Road opposite of Mattina Avenue was tabled to the next meeting of the Transport and Environment Committee for a delegation.

The Committee approved the following recommendation of the Director of Traffic Services respecting the extension of a School Bus Loading Zone on the West side of Kingsley Drive South of Broker Drive:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Kingsley Drive commencing at a point 219 feet south of Broker Drive and extending to a point 47 feet southerly, be extended such that the regulation commences at a point 180 feet south of Broker Drive and extends to a point 87 feet southerly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic of Traffic Services respecting a request for a Reserved Permit Parking Space for a Handicapped Resident at No. 19 Harrison Avenue:

- (a) That a "Permit Parking" regulation be implemented on the south side of Harrison Avenue commencing 202 feet east of Kenilworth Avenue and extending to a point 22 feet easterly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. E. Harris, 19 Harrison Avenue; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Intersection of Cumberland, Sanford and Rutherford Avenues - tabled  
School Traffic Officer on Lawrence Road - tabled

Extension of a School Bus Loading Zone on the west side of Kingsley Drive South of Broker Drive

Request for a Reserved Permit Parking Space for a handicapped Resident at No. 19 Harrison Avenue



The Committee approved the following recommendation of the Director of Traffic Services respecting an Application for a Residential Boulevard Parking at 454 Dundurn Street South:

That no action be taken on the request for residential Boulevard Parking in front of No. 454 Dundurn Street South.

The Committee approved the following recommendation of the Director of Traffic Services respecting the Discharge of a Residential Boulevard Parking Agreement at 31 Cumberland Avenue:

- (a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 336793 C.D. to the property owner at No. 31 Cumberland Avenue be discharged, at the Property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

The Committee approved the following recommendation of the Director of Traffic Services respecting the Discharge of a Residential Boulevard Parking Agreement at 206 Campbell Avenue:

- (a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 28248 C.D. to the property owner at No. 206 Campbell Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

The Committee approved the following recommendation of the Director of Traffic Services respecting the Discharge of a Residential Boulevard Parking Agreement at 35 Frederick Avenue:

- (a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 456881 C.D. to the property owner at No. 35 Frederick Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

The Committee approved the following recommendation of the Director of Traffic Services respecting an Application for a Time Limit Exemption Permit at 102 West Avenue South:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first four eligible applicants residing in the building at No. 102 West Avenue South.

Application for a Residential Boulevard Parking at 454 Dundurn Street South

Discharge of a Residential Boulevard Parking Agreement - 31 Cumberland Avenue

Discharge of a Residential Boulevard Parking Agreement - 206 Campbell Avenue

Discharge of a Residential Boulevard Parking Agreement - 35 Frederick Avenue

Application for a Time Limit Exemption Permit - 102 West Avenue South

Application for a Time  
Limit Exemption Permit  
- 455 King William  
Street

The Committee approved the following recommendation of the Director of Traffic Services respecting an Application for a Time Limit Exemption Permit at 455 King William Street:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first six eligible applicants residing in the building at No. 455 King William Street.

Time Limit Exemption  
Permit at 8 1/2 Ottawa  
Street North - tabled

The Committee tabled, at the request of Alderman Christopherson, an item dealing with an Application for a Time Limit Exemption Permit at 8 1/2 Ottawa Street North.

Delegations

At 3:00 o'clock p.m. the Committee met to hear delegations.

School Traffic Officer  
- Intersection of  
Southbend Road and  
Upper Wellington  
Street

Alderman Gallagher appeared before the Committee to request a School Traffic Officer at the intersection of Southbend Road and Upper Wellington Street. Alderman Merling also representing this request stepped out of the chair which was then assumed by Alderman Christopherson.

After considerable discussion it was moved by Alderman Merling seconded by Alderman Agro:

- (a) That a School Traffic Officer be assigned to the Intersection of Southbend Road and Upper Wellington Street during the morning and evening period until the end of June 1990; and
- (b) That the Finance Committee be requested to recommend the method of financing in an amount \$7 220 for the additional School Traffic Officer. Carried.

Alderman Merling reassumed the chair.

Proposed Alley Closure  
of the north-south  
alley south of Fennell  
Avenue West - 640 Upper  
James Street

With respect to an item dealing with the Proposed Alley Closure of the north-south alley south of Fennell Avenue West at the rear of 640 Upper James Street, Mr. Allen Mills, representing the owner at 640 Upper James Street, Mr. V. Fazzini, appeared before the Committee requesting that the proposed closure proceed.

Mr. Chris Bahl of 636 Upper James appeared before the Committee in opposition to the closing.

After considerable discussion it was moved by Alderman Ross seconded by Alderman Drury that the staff report recommending the closure be approved. Carried.

NOTE: Alderman Agro indicated that he wished to be recorded as being opposed to this motion.

With respect to an item dealing with the Proposed Alley Closure on the south side of 372 Upper Wentworth Street of the east-west alley from Upper Wentworth Street westerly to the north-south alley, Mr. Gold, the applicant at 372 Upper Wentworth Street appeared before the Committee requesting the proposed closure.

In opposition to the closure were Mr. Galloway of 51 East 19th Street, Mr. Cliff Jenkins of the 57 East 19th Street, Mr. Wilson of 366 Upper Wentworth, Mr. James Sullivan of 47 East 19th Street. The Committee was also in receipt of correspondence from Mr. Dan Sullivan and Ms. Karen Haddon of 47 East 19th Street opposed to the proposed closure.

After considerable discussion it was moved by Alderman Smith seconded by Alderman Agro that the request to close the alley at 372 Upper Wentworth Street be denied and that the Solicitor take steps to make certain the access remain open. Carried.

There being no other delegations, the Committee returned to the regular agenda.

The Committee approved the following recommendation of the Director of Traffic Services respecting Corner Clearance on the East side of Palmer Road, north Reno Avenue:

- (a) That a "No Stopping" corner clearance be implemented on the east side of Palmer Road commencing at Reno Avenue and extending to a point 68 feet northerly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Corner Clearance at the intersection of McElroy Road East and Upper Wellington Street:

- (a) That a parking prohibition be implemented on the south side of McElroy Road East between Upper Wellington Street and a point 54 feet westerly therefrom; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendations of the Director of Traffic Services respecting Parking Regulations:

- (a) That an "Alternate Side Parking" regulation be implemented on Queen Victoria Drive between Loconder Drive and Queensbury Drive such that parking is prohibited;
  - on the east and north sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October, and November; and

Proposed Alley Closure  
on the south side of  
372 Upper Wentworth  
Street of the east-west  
alley

Corner Clearance - East  
side of Palmer Road,  
north Reno Avenue

Corner Clearance -  
McElroy Road East and  
Upper Wellington Street

Parking Regulations



- on the west and south sides of the street from the 16th to the last day of April, May June, July, August, September, October and November; and
- (b) That the existing "two hour parking time limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Kingsway Drive commencing at John Street South and extending to a point 180 feet easterly therefrom be replaced with a permit parking regulation; and
  - (c) That the Director of Traffic Services be authorized to issue one parking permit, upon request, on a first come, first served basis to the first six eligible applicants residing in one, two or three family dwellings abutting the block; and
  - (d) That a "No Stopping" regulation be implemented on the south side of Roxborough Avenue commencing at the west end and extending to a point 41 feet easterly therefrom; and
  - (e) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Robinson Street between Hess Street South and Caroline Street South; and
  - (f) That parking be prohibited on the north side of Guildwood Drive between Gilcrest Street and Greencedar Drive; and
  - (g) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side and a full-time parking prohibition be implemented on the south side of Shaw Street between Wentworth Street North and Cheever Street, in place of the existing "Alternate Side Parking" regulation; and
  - (h) That parking be prohibited on the north side of Glen Forest Drive between Glencastle Drive and a point 137 feet easterly therefrom;
  - (i) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east and west sides of West 32nd Street between Sanatorium Road and Elmwood Avenue; and
  - (j) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Emerald Street south between Main Street East and Hunter Street East; and
  - (k) That City Traffic By-law 89-72 be amended accordingly.

## Intersection Control

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

- (a) That a three-way stop control be implemented at the intersection of Gurnett Drive and Omni Boulevard; and
- (b) That eastbound and westbound traffic on Caswell Drive/Francesca Court be required to stop for northbound and southbound traffic on Greenguild Avenue; and
- (c) That southbound traffic on Greenguild Avenue be required to stop for eastbound and westbound traffic on Gurnett Drive; and

- (d) That southbound traffic on Markson Crescent be required to stop for eastbound and westbound traffic on Landron Avenue; and
- (e) That three-way stop control be implemented at the intersection of Barlake Avenue and Violet Drive; and
- (f) That a three-way stop control be implemented at the intersection of Main Street East and Reid Avenue.
- (g) That City Traffic By-law 89-72 be amended accordingly.

With respect to the Intersection of Main Street East and Rita Avenue, it was moved by Alderman Agostino seconded by Alderman Smith:

- (a) That a three-way stop control be implemented at the intersection of Main Street East and Rita Avenue; and
- (b) That City Traffic By-law 89-72 be amended accordingly. Carried.

The following Bills were considered:

- (a) By-law to close and sell the easterly portion of Brenda Street, east of Eleanor Avenue, shown as Parts 1 and 2, on Plan 62R-10213.
- (b) By-law to close and retain a portion of Belview Avenue designated as Part 3 on Plan 62R-10402 and Beck Street designated as Part 19 on Plan 62R-6147.
- (c) By-law to Incorporate Block B, Plan 62M-225 into Castle Street.

At the request of Alderman Agostino, the Committee considered under other business, an item dealing with the policy respecting delegations at the Transport and Environment Committee.

After considerable discussion it was agreed by the Committee that before a delegation could be heard, an item would be placed on an agenda of the Transport and Environment Committee and represented by the Ward Alderman. If it became evident to the Ward Alderman that the item might not pass, he or she would then request that the matter be tabled to the next meeting of the Transport and Environment Committee and that he/she be allowed to bring a delegation to that meeting.

It was understood by the Committee that Alderman Agostino would be bringing a delegation to the December 04, 1989 meeting of the Transport and Environment Committee regarding Stop Signs on Greenhill Avenue.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,  
Secretary

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Intersection of Main  
Street East and Rita  
Avenue

Bills

Policy Respecting  
Delegations

Adjournment.





FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport & Environment Committee

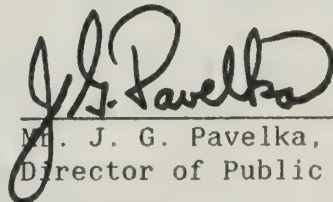
FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 November 27  
COMM FILE:  
DEPT FILE: 89-1091

SUBJECT: Provision of Computer Workstations in  
the Administration, Streets & Sanitation  
and Fleet Services Divisions  
of the Public Works Department

RECOMMENDATION:

- (a) that the Public Works Department, in Conjunction with Information Systems, be authorized to obtain 8 additional computer workstations;
- (b) that the estimated leasing cost of \$1,200 for a possible one month in 1989 be funded from overall savings in the salary accounts due to hiring delays, etc.;
- (c) that the estimated annual leasing costs of \$14,400 be placed in the 1990 budget of this department and an equal offsetting amount be shown as a reduction to staffing costs accounts or other accounts where a saving can be demonstrated due to productivity improvements.

  
Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

- 1. no additional funds are requested for 1989 due to savings in the department's accounts;
- 2. the ANNUALIZED costs of this equipment will be provided by reducing the 1990 budget request for staffing costs or other cost savings by at least as much as the equipment lease costs for the year.

BACKGROUND:

City Council on October 31 approved the issue of departments optionally acquiring additional workstations in 1989 and funding this equipment from savings within their own accounts.

The Administration, Streets & Sanitation and Fleet Services Divisions of the Public Works Department have the need for several additional workstations. The requirements for microcomputer workstations are:

(a) Fleet Services	- 3 workstations
(b) Streets Division	- 1 workstation
(c) Administration Division	- 4 workstations
 TOTAL	 - 8 workstations

The requested workstations are for Managers, technical support staff and clerical/secretarial staff and will be used for word processing, spreadsheet and other micro-based applications as well as terminal connections to the PROFS network and other mainframe applications that are now or will shortly be available for use in the various departments of the City structure. The addition of these micros will make it somewhat easier to cope with the understaffing that has become chronic in this department as a result of the continually increasing nature of the responsibilities of the Public works Department.

It is time that the lack of computing resources be addressed and corrected so that we may continue to work in the most efficient and responsive manner possible.

It is likely that the computer needs of this office will change as time progresses and technology advances. We will continue to monitor the available technology in an attempt to best serve the needs of the City of Hamilton in the long term.

JGP/DH/

c.c. Mr. Lou Sage, Chief Administrative Officer  
Mr. J. G. Hindson P.Eng., Director of Information Systems

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 November 29  
COMM FILE: 3-14.1  
DEPT FILE: 89-8053

SUBJECT: Slope Enhancement of City Owned Ravine at the Rear of the  
Visitor's Inn

RECOMMENDATION:

- (a) That the ravine enhancement for the slope to the rear of the Visitor's Inn at 649 Main Street West, as detailed in the attached concept plan, be approved on the basis of the following cost sharing agreement:

City of Hamilton.....	\$ 9,000
Visitor's Inn .....	<u>5,000</u>
<b>Total Cost .....</b>	<b>\$14,000</b>

**Note:** Visitor's Inn has agreed to undertake all annual maintenance on these slopes where the enhancement has taken place.

- (b) That the funds currently available in Account CH 55399 60437 Business/ Industry Roadside Beautification Program, be committed to this project and carried over to allow 1990 implementation.

*J.G. Pavelka*

FINANCIAL IMPLICATIONS:

The development costs for this project total \$14,000. Funding will be derived from 2 sources including:

i) Funds available in account CH55399 60437 Business/Industry Roadside Beautification Program .....	\$ 9,000
ii) Contribution from owners of the Visitor's Inn .....	<u>5,000</u>
<b>Total Cost .....</b>	<b>\$14,000</b>

Ongoing maintenance costs will be assumed by the owners of the Visitor's Inn, 649 Main Street West.

BACKGROUND:

The slope of the rear of the Visitor's Inn is highly visible from the Highway 403 traffic corridor. Owners of the Visitor's Inn have expressed an interest



in enhancing this piece of City owned land, on a cost sharing basis.

The proposed work will improve the appearance and profile of the ravine slope benefiting both the City, and the Visitor's Inn, and addresses slope stability concerns relative to the Motel parking lot, and the concrete lined channel. Engineering studies necessitated a revision to the original concept, which called for the importing of large quantities of fill material, and a subsequent regrading plan.

The revised proposal calls for a "low impact" approach with minimal regrading, installation of tile drainage, and the placement of appropriate plant material. As the slope is composed of unconsolidated fill material, the importing of topsoil only, as required for planting of trees and shrubs is preferred to the addition of fill and regrading of the slope. Over burdening of the slope may occur with the addition of excess fill material, thereby compounding the existing unstable slope conditions.

Improvements to site drainage, and the planting of deep rooted plant species will enhance the aesthetics and help stabilize the slope.

The necessary revisions to the concept for enhancing this slope, have caused a delay in the projects implementation. Unpredictable weather conditions, and the resulting site conditions experienced at this time of year would lengthen the construction period and inflate costs. It is for these reasons, that the funding currently available for this work in CH 55399 60437 be carried forward to 1990 to ensure the completion of this project and the participation of the owner's of the Visitor's Inn, on a cost sharing basis.

In addition to agreeing to this cost sharing arrangement, the owner of the motel has agreed to underake the annual maintenance and clearing of the area outlined on the attached plan.

CFE/pr

Attach.

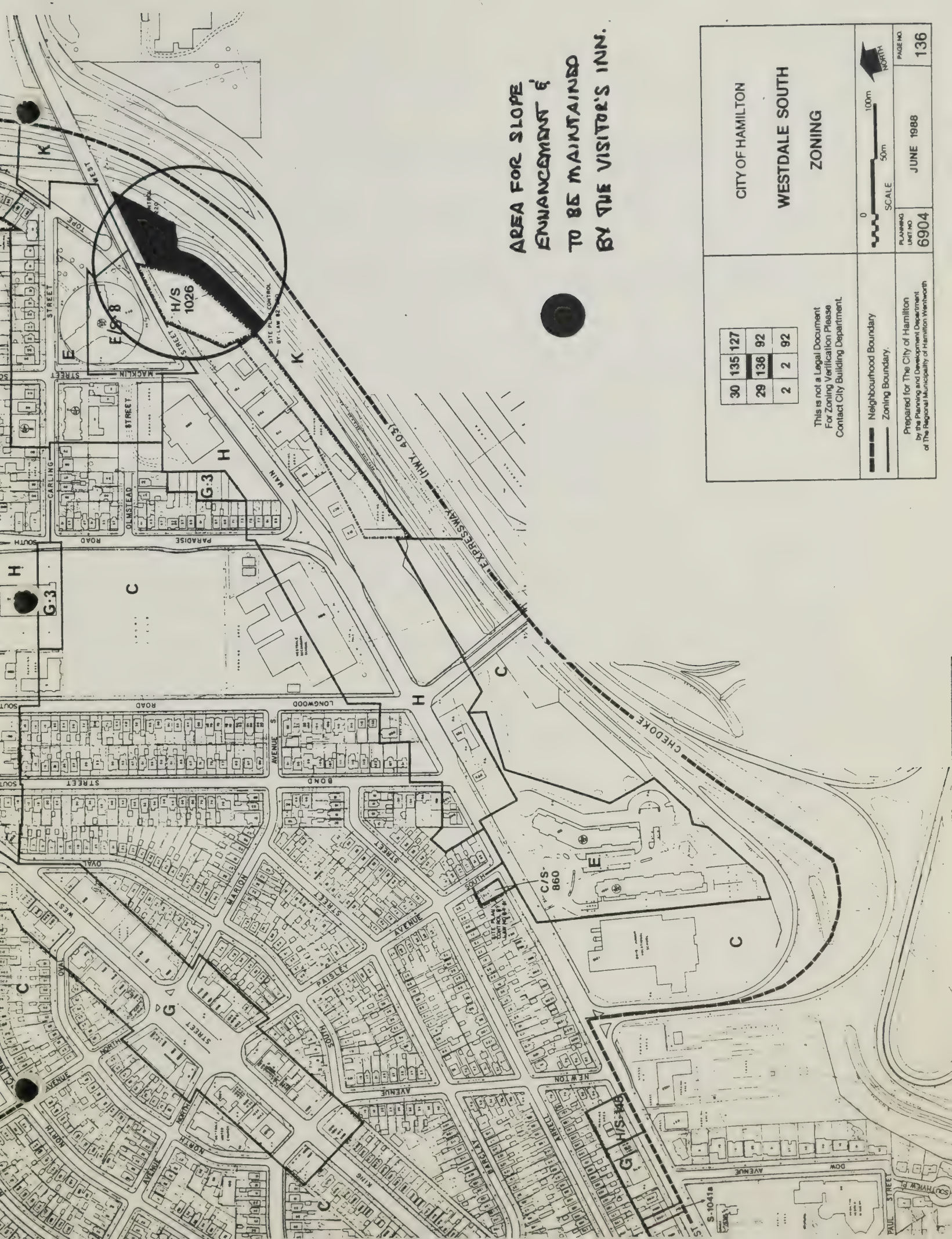
c.c.: Mr. E. Matthews, Treasurer  
City of Hamilton

Mr. J. J. Schatz, Secretary  
Co-ordinating Committee

Mr. R. Chrystian, Manager  
Parks Division/Public Works Department

Mr. C. Firth-Eagland, Development Co-ordinator  
Parks Division/Public Works Department





AREA FOR SLOPE  
ENHANCEMENT &  
TO BE MAINTAINED  
BY THE VISITOR'S INN.

30	135	127
29	136	92
2	2	92

This is not a Legal Document  
For Zoning Verification Please  
Contact City Building Department.

CITY OF HAMILTON

WESTDALE SOUTH

ZONING



PLANNING  
UNIT NO  
6904

Prepared for The City of Hamilton  
by the Planning and Development Department  
of The Regional Municipality of Hamilton Wentworth

JUNE 1988

PAGE NO  
136





### Slope Enhancement Plan - Visitor's Inn

This revised concept has been prepared following the report of consulting engineering services.

The attached letter from Mr. R. Featherstone of Structural Inspections Ltd. details engineering concerns regarding the existing unstable conditions of this site.

Since the addition of fill material to this slope may compound the potential for slope failure, a "low impact" approach has been taken in the revised concept.

The revised concept is detailed on the attached site plan. The main features of this concept, and their cost breakdown are as follows.

1) site clearance - including pruning and removal of inappropriate brush and debris .....	\$ 2,000.00
2) installation of "french tile" drainage to lower ground water levels .....	1,500.00
3) minor site grading at the base of the slope for surface drainage improvements .....	1,000.00
4) import and placement of topsoil as required for planting of trees, shrubs .....	4,000.00
5) plant material as detailed on site plan .....	2,400.00
6) labour for planting and miscellaneous supplies .....	2,400.00
7) contingency .....	<u>700.00</u>
<b>Total</b>	<b>\$14,000.00</b>



FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 November 28  
COMM FILE: 1-2.3  
DEPT FILE: 89-2000D

SUBJECT: Third Sector Employment Enterprises  
- Additional Surcharge

RECOMMENDATION:

- a) That an additional \$14,500 for November and December, 1989, be paid from Third Sector Recycling Account Number CH56322 60502 to Third Sector Employment Enterprises as per their request to offset the loss in revenue from the sale of newsprint to Quebec and Ontario Paper.
- b) That the Region of Hamilton-Wentworth be advised of the continually increasing deficit being incurred by Third Sector Employment Enterprises and requested to pursue alternate courses of action to minimize the continuing increasing deficit situation for recycling in Hamilton-Wentworth.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in Third Sector Recycling Account Number CH56322 60502 to subsidize the additional \$14,500 being requested.

BACKGROUND:

In a letter dated November 6, 1989, Hamilton-Wentworth Employment Enterprises advised that Quebec and Ontario Paper reduced the revenue being paid for newsprint.

This reduction in revenue from Quebec and Ontario Paper translates into an increase in the subsidy from the Region and the Area Municipalities of \$15.00 per tonne. Estimated collections of newsprint in November and December, 1989 is 970 tonnes.

Therefore, there is a short fall of \$14,500 (970 X \$15.00) for each of November and December for which Third Sector Employment Enterprises is asking the Region and the Area Municipalities to subsidize.





FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

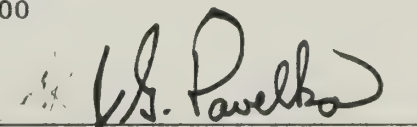
DATE: 1989 November 28  
COMM FILE:  
DEPT FILE:

SUBJECT: Balancing of Administration Accounts (Fleet Services Division)

RECOMMENDATION:

That the following amounts be transferred from:

- (a) 51000 64105 Shop Salaries to 51000 64001 Admin. Salaries \$27,840.00  
51200 64105 Shop Benefits to 51200 64001 Admin. Benefits \$5,010.00
- (b) 56601 64001 Rental Equip Internal \$6,500.00 to as follows:
- |                              |            |
|------------------------------|------------|
| 55201 64001 Travelling       | \$1,000.00 |
| 55204 64001 Training Courses | \$2,000.00 |
| 56001 64001 Office Supplies  | \$2,000.00 |
| 58001 64001 Office Equipment | \$1,500.00 |

  
J. G. Pavelka, P. Eng.,  
Director of Public Works

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Salaries: With the creation of the new position, Superintendent of Operations, the above amount (\$27,840.00) was budgeted in Shop Salaries and should have been transferred at that time, but was not.

Rental Equipment Internal: Due to re-organization, we will have a surplus in this account. Travelling (55201), Training Courses (55204), and Office Supplies (56001) will be over-expended. Overall, the over-expenditure will balance with the under-expenditure. However, as this imbalance is likely to continue annually, it is more prudent to transfer funds from an account with the under-expenditure to the account where there will be an over-expenditure.

CM:sl





FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1989 November 13  
COMM FILE:  
DEPT FILE: T17-19-89

SUBJECT: SUPPLY AND DELIVERY OF REFLECTIVE SHEETING, TRAFFIC DEPARTMENT

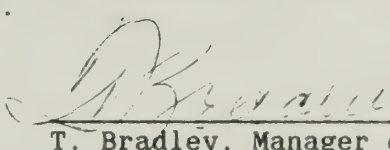
RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Reflective Sheeting as and when required during 1990 by the Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

3M Canada Inc., London  
See attached A

Acme Signs, Rexdale  
See attached B

NOTE: Lowest of three (3) tenders received. Funds provided in Traffic Sign Materials Account #56154 75999.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

See analysis sheet attached.

Ref: T17-19-89

REFLECTIVE SHEETING - TRAFFIC DEPARTMENT - 1990

Federal and Provincial sales taxes exempt

DESCRIPTION

3M CANADA INC.  
(Bid in Yards)

A

ACME SIGNS  
(Yards)

B

MASUKO INTERNATIONAL  
(Bid in Yards)

24" x 50 m - Yellow

\$ 291.00  
\$ 291.00  
\$ 291.00

\$ 327.00

\$375.00

- Blue

\$ 291.00

\$ 327.00

\$375.00

- Green

\$ 291.00

\$ 327.00

\$375.00

6" x 50 m - Orange

\$ 82.50

\$ 81.75

\$102.61

30" x 50 m - Orange

\$ 363.75

\$ 408.75

\$468.75

36" x 50 m - Orange

\$ 436.50

\$ 490.50

\$562.50

3/8" x 50 m - White

\$ 5.63

\$ 5.11

No Bid

1/2" x 50 m - White

\$ 7.50

\$ 6.82

No Bid

12" x 50 m Pressure Sensitive  
Removable Scotchcal Black

\$ 155.00

\$ 186.05

No Bid

1" x 50 m Scotchlite White

\$ 15.00

\$ 13.65

\$ 25.00

5" x 50 m White

\$ 75.00

\$ 68.15

\$ 85.94

8" x 50 m White

\$ 120.00

\$ 109.00

\$137.50

12" x 50 m White

\$ 180.00

\$ 163.50

\$200.00

18" x 50 m White

\$ 270.00

\$ 218.00

\$293.75

24" x 50 m White

\$ 291.00

\$ 324.00

\$375.00

30" x 50 m White

\$ 363.75

\$ 408.75

\$468.75

36" x 50 m White

\$ 436.50

\$ 486.00

\$562.50

1" x 50 m Hi-Intensity Silver

\$ 46.20

\$ 43.15

No Bid

A

DESCRIPTION3M CANADA INC.  
(Bid In Yards)Pressure Sensitive  
6" x 50 m Orange

\$ 90.00

12" x 50 m White

\$ 118.00

Scotchcal Dry Adhesive

24" x 50 m White

\$ 408.00

1/2" x 50 m Black

\$ 8.50

5/8" x 50 m Black

\$ 10.62

2" x 50 m Black

\$ 34.00

24" x 50 m Red

\$ 291.00

4" x 50 m Black

\$ 68.00

5" x 50 m Black

\$ 85.00

6" x 50 m Black

\$ 102.00

24" x 50 m Black

\$ 408.00

30" x 50 m Black

\$ 510.00

4" x 50 m Red/Orange

\$ 104.00

12" x 50 m White

\$ 204.00

8" x 50 m Black

\$ 136.00

12" x 50 m Black

\$ 204.00

Scotchcal Pressure Sensitive

12" x 50 m Black

\$ 118.00

12" x 50 m Regional Yellow

\$ 190.64

12" x 50 m Bus Yellow

\$ 190.64

12" x 50 m Regional Blue

\$ 190.64

B

ACME SIGNS  
(7/1/80)MASUKO INTERNATIONAL  
(Bid In Yards)

\$ 81.75

\$ 103.50

\$ 406.00

\$ 200.00

\$ 756.00

\$ 487.50

\$ 17.33

No Bid

\$ 20.65

No Bid

\$ 69.30

No Bid

\$ 327.00

\$ 375.00

\$ 138.60

\$ 85.42

\$ 173.25

\$ 114.69

\$ 207.90

\$ 126.88

\$ 775.84

\$ 487.50

\$ 971.36

\$ 609.38

\$ 145.00

No Bid

\$ 415.80

\$ 253.75

\$ 217.20

\$ 253.75

\$ 411.84

\$ 253.75

\$ 415.80

\$ 487.50

\$ 250.00

No Bid

\$ 233.07

No Bid

\$ 233.07

No Bid



**A**3M CANADA INC.  
(Bid in Yards)DESCRIPTIONScotchlite Dry Adhesive

30" x 50 m Yellow

\$ 363.75

36" x 50 m Yellow

\$ 436.50

6" x 50 m Green

\$ 82.50

8" x 50 m Green

\$ 120.00

24" x 50 m High Intensity, Silver

\$1,029.00

Scotchlite High Intensity Silver

30" x 50 m

\$1,286.25

36" x 50 m

\$1,543.50

Scotchlite Dry Adhesive High Intensity Yellow

24" x 50 m

\$1,209.00

30" x 50 m

\$1,286.25

2" x 50 m Scotchlite Pressure  
Sensitive White Traffic Cones

\$ 80.00

SECTION B3M Stamark Brand Pavement Tape #5730 or equivalent- Permanent White Pavement markings

4" x 30 m

\$ 115.16

4" x 120 m

\$ 460.64

8" x 30 m

\$ 230.32

8" x 120 m

\$ 460.64

3M Stamark Brand Pavement Tape #5731 or equivalent- Permanent Yellow Pavement markings

4" x 30 m

\$ 115.16

4" x 120 m

\$ 460.64

**B**ACME SIGNS  
(7/1/77-8/1/77)MASUKO INTERNATIONAL  
(Bid in Yards)

\$ 408.75

\$468.75

\$ 490.50

\$562.00

\$ 81.75

\$100.00

\$ 109.00

\$133.33

\$1,035.00

No Bid

\$1,293.75

No Bid

\$1,552.50

No Bid

\$1,035.00

No Bid

\$1,293.75

No Bid

\$ 79.80

No Bid

No Bid

No Bid

No Bid

No Bid

No Bid

No Bid

No Bid

No Bid

No Bid

No Bid

No Bid

No Bid

A

DESCRIPTION

3M CANADA INC.  
(Bid in Yards)

ACME SIGNS

MASUKO INTERNATIONAL  
(Bid in Yards)

3M Stamark Brand Pavement Arrows or equivalent

Straight package of 2 3M-SMS 2901	\$ 170.00	No Bid	No Bid
Left package of 2 3M-SMS 2902L	\$ 190.00	No Bid	No Bid
Right package of 3M-SMS 2902R	\$ 190.00	No Bid	No Bid
Straight/Right Fillet package of 4 3M-SMS 2905R	\$ 53.00	No Bid	No Bid
Straight/Left Fillet package of 4 3M-SMS 2905L	\$ 53.00	No Bid	No Bid

3M Detour Grade Pavement Tape #5701 or equivalent

- Detour Grade White pavement markings 4" x 30 m	\$ 160.00	No Bid	No Bid
4" x 120 m	\$ 598.00	No Bid	No Bid

3M Detour Grade Pavement Tape #5711 or equivalent

- Detour Grade pavement markings 4" x 30 m Yellow	\$ 160.00	No Bid	No Bid
4" x 120 m Yellow	\$ 598.00	No Bid	No Bid
6" x 40 m Black	No Bid	No Bid	No Bid
Delivery Lead Time	10 days	1 week	6 weeks
Discount if total order	N/A	1%	5%

UNABLE TO BID - L & L Sales

OFFICIALS IN ATTENDANCE - B. Hinkley, Alderman; K. Avery, Deputy Clerk; T. Bradley, Manager of Purchasing





FOR ACTION

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

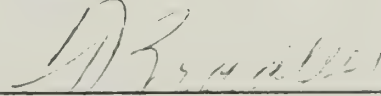
DATE: 1989 November 13  
COMM FILE:  
DEPT FILE: T17-13-89

SUBJECT: SUPPLY AND DELIVERY OF MOISTURE PROOF DROP-ON GLASS BEADS, TRAFFIC  
DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to Acme Signs Inc., Rexdale, for the supply and delivery of Moisture Proof Drop-on Glass Beads, Traffic Department, as and when required during 1990 at a cost of \$.26 per pound, Provincial sales tax extra at 8%, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Pavement Marking Materials Account #56153 75999.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

See attached analysis sheet

Ref: T17-13-89

MOISTURE PROOF DROP-ON GLASS BEADS, TRAFFIC DEPARTMENT, 1990

Provincial sales tax extra at 8%  
Price per lb.

OPTION #1

Delivered in one shipment to 32 Lincoln St.  
Hamilton, Ontario

MMS #1484 - 20,000 Lbs. in 50 lb. bags  
Moisture Proof Drop-on Glass Beads

MMS #1484 - 120,000 lbs. in 10,000 lb.  
pallet mounted containers

OPTION #2

Delivered in fourteen shipments of 10,000 Lbs.  
each to 32 Lincoln St., Hamilton, Ontario

MMS #1484 - 20,000 Lbs. in 50 lb. bags  
Moisture Proof Drop-on Glass Beads

MMS #1484 - 120,000 lbs. in 10,000 lb.  
pallet mounted containers

Name of Manufacturer of Glass Beads

Location of Manufacturing of Glass Beads

ACME SIGNS INC.

FLEX-O-LITE LTD.

LINETECH EQUIP.

POTTERS INDUSTRIES

\$ .26

\$ .2875

\$ .36

\$ .4510

\$ .26

\$ .2975

\$ .35

\$ .4080

\$ .26

\$ .2925

\$ .40

\$ .4510

\$ .26

\$ .3025

\$ .39

\$ .4510

Cataphote Canada inc.

Flex-o-Lite or  
Potters Ind.  
Ontario/Quebec

Potters Industries

Montreal

Quebec

FOR ACTION

8.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1989 November 13  
COMM FILE:  
DEPT FILE: T17-20-89

SUBJECT: SUPPLY AND DELIVERY OF TRAFFIC POLES AND SIGNAL ARMS, TRAFFIC DEPARTMENT

RECOMMENDATION:

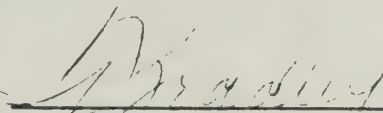
That purchase orders be issued for the supply and delivery of Traffic Poles and Signal Arms as and when required during 1990 for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Nedco, Hamilton  
See attached A

Wesco, Hamilton  
See attached B

Provincial sales tax extra at 8%

NOTE: Lowest of five (5) tenders received. Funds provided in Traffic Signal Materials Account 56152 75999.

  
\_\_\_\_\_  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:



THE CORPORATION OF THE CITY OF HAMILTON  
TRAFFIC POLES AND HARDWARE AND TRAFFIC SIGNAL ARMS, 1990

Provincial sales tax extra at 8%											
SINGLE MEMBER ARM WITHOUT POLE PLATE											
NEDCO		SENTINEL		GUILLEVIN		WESCO		ELLIS & HOWARD			
Signal Head Hangers	\$ 97.00	\$ 99.00	\$ 105.00	\$ 106.89	\$ 113.65						
4SMA 4'	\$ 80.00	\$ 88.00	\$ 84.00	\$ 45.35	\$ 91.00						
6SMA 6'	\$ 83.00	\$ 89.00	\$ 87.15	\$ 51.54	\$ 94.30						
8SMA 8'	\$ 95.00	\$ 103.00	\$ 99.75	\$ 64.92	\$ 108.00						
10SMA 10'	\$ 125.00	\$ 135.00	\$ 131.24	\$ 86.49	\$ 142.00						
12SMA 12'	\$ 140.00	\$ 153.00	\$ 147.00	\$ 95.61	\$ 159.00						
15SMA 15'	\$ 250.00	\$ 275.00	\$ 262.50	\$ 166.27	\$ 284.00						
18SMA 18'	\$ 325.00	\$ 350.00	\$ 341.25	\$ 240.52	\$ 369.00						
SINGLE MEMBER ARM COMPLETE WITH POLE PLATE FOR ROUND POLE 6 - 6-15/16" DIA											
TR4SMA67 4'	\$ 180.00	\$ 195.00	\$ 189.00	\$ 202.32	\$ 204.50						
TR6SMA67 6'	\$ 183.00	\$ 195.00	\$ 192.15	\$ 208.50	\$ 208.00						
TR8SMA67 8'	\$ 195.00	\$ 205.00	\$ 204.75	\$ 221.87	\$ 221.60						
TR10SMA67 10'	\$ 235.00	\$ 250.00	\$ 246.75	\$ 287.23	\$ 267.00						
TR12SMA67 12'	\$ 254.00	\$ 275.00	\$ 266.70	\$ 296.38	\$ 288.60						
TR15SMA67 15'	\$ 353.00	\$ 375.00	\$ 370.65	\$ 367.04	\$ 401.00						
SINGLE MEMBER ARM COMPLETE WITH POLE PLATE FOR ROUND POLE 7 - 8" DIA											
TR18SMA78 18'	\$ 425.00	\$ 460.00	\$ 446.25	\$ 478.32	\$ 483.00						
TR20SMA67 20'	\$ 465.00	\$ 490.00	\$ 488.25	\$ 504.92	\$ 528.40						

NEDCO A		SENTINEL		GUILLEVIN		WESCO B		ELLIS & HOWARD	
SINGLE MEMBER ARM COMPLETE WITH POLE PLATE FOR WOOD POLE 8 - 10" DIA									
TW4SMA81 4'	\$155.00	\$165.00	\$162.75	\$168.71	\$ 176.00				
TW6SMA81 6'	\$163.00	\$175.00	\$171.15	\$174.89	\$ 185.00				
TW8SMA81 8'	\$173.00	\$185.00	\$181.65	\$188.26	\$ 197.00				
TW10SMA81 10'	\$207.00	\$220.00	\$217.35	\$253.61	\$ 235.00				
TW12SMA81 12'	\$226.00	\$240.00	\$237.30	\$262.75	\$ 257.00				
TW15SMA81 15'	\$335.00	\$350.00	\$351.75	\$333.41	\$ 381.00				
TW18SMA81 18'	\$400.00	\$435.00	\$420.00	\$425.02	\$ 455.00				
POLE PLATE ONLY FOR 4, 6 OR 8' SMA FOR ROUND POLE 6 - 6-15/16" DIA									
R 4/6/8 67	\$105.00	\$115.00	\$1101.25	\$156.96	\$ 119.00				
POLE PLATE ONLY FOR 10, 12 OR 15' SMA FOR ROUND POLE 6 - 6-15/16" DIA									
R 10/12/15 67	\$125.00	\$135.00	\$131.25	\$200.76	\$ 142.00				
POLE PLATE ONLY FOR 4, 6 OR 8' SMA FOR WOOD POLE 10" DIA									
W 4/6/8 81	\$ 90.00	\$100.00	\$ 94.50	\$123.36	\$ 102.00				
POLE PLATE ONLY FOR 10, 12 OR 15' SMA FOR WOOD POLE 8 - 10" DIA									
W 10/12/15 81	\$100.00	\$110.00	\$105.00	\$167.14	\$ 113.60				
W 18/20/22 81	\$115.00	\$125.00	\$120.75	\$184.47	\$ 130.00				
POLE PLATE ONLY FOR 4, 6 OR 8' SMA FOR ROUND POLE 10 - 12" DIA									
R 4/6/8 1012	\$130.00	\$143.00	\$136.50	\$156.96	\$ 147.70				
POLE PLATE ONLY FOR 10, 12 OR 15' SMA FOR ROUND POLE 10 - 12" DIA									
R 10/12/15 1012	\$150.00	\$165.00	\$157.50	\$200.76	\$ 170.50				





FOR ACTION

9.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1989 November 13  
COMM FILE:  
DEPT FILE: T17-16-89

SUBJECT: SUPPLY AND DELIVERY OF MULTI-CONDUCTOR TRAFFIC CABLE, TRAFFIC  
DEPARTMENT

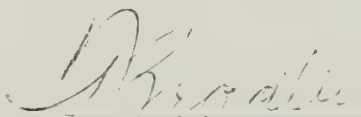
RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Multi-Conductor Traffic Cable for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Nedco, Hamilton  
In the amount of \$10,422.00

Shawflex, Rexdale  
In the amount of \$64,443.60

NOTE: Lowest of six (6) tenders received. Funds provided in Traffic Signal Materials Account 56152 75999.

  
\_\_\_\_\_  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:  
See attached analysis sheets

Ref: T17-16-89

THE CORPORATION OF THE CITY OF HAMILTON

MULTI CONDUCTOR CABLE, TRAFFIC DEPARTMENT - 1990

Provincial sales tax extra at 8%

	<u>NEDCO</u>	<u>SHAWFLEX</u>	<u>UNION</u>	<u>TEXCAN</u>	<u>SHAWFLEX</u>	<u>CANADA WIRE</u>	<u>PIRELLI</u>
<u>ITEM 1. 1,000 Meters 50 Conductor PIC Figure 8 Alpth DCAS Cable Aerial Installations</u>							
Price per metre	<u>\$5.67</u>	\$5.90	\$6.03	\$6.16	No Bid	\$5.961	\$6.039
Delivery Date	5-6 weeks	4 weeks	6-7 weeks	4-6 weeks		4 weeks	6-7 weeks
Weight per Meter	.69 kgs.	---	---	1.845 kgs.	---	---	.6939
<u>ITEM 2. 1,000 Meters 50 Conductor Cpi alpth DCAS Cable Underground Duct Installations</u>							
Price per metre	<u>\$4.03</u>	\$4.34	\$4.15	\$4.53	No Bid	\$4.404	\$4.155
Delivery Date	Stock	4 weeks	5-6 weeks	4-6 weeks		4 weeks	5-6 weeks
Weight per Meter	.56 kgs.	---	---	2.44 kgs.	---	---	.5615
<u>ITEM 3. 10,000 Meters #14 Conductor Cable</u>							
Price per metre	\$3.99	\$3.90	\$4.12	\$4.31	<u>\$3.43</u>	\$4.101	\$4.124
Delivery Date	22 weeks	22 weeks	22 weeks	22-24 weeks	14-16 weeks	22 weeks	22 weeks
Weight per Meter	.59 kgs.	0.5894 kgs.	---	.5894 kgs.	.59 kg/m	589.4 kg/km	.5907
<u>ITEM 4. 6,000 Meters #9 Conductor Cable</u>							
Price per metre	\$2.76	\$2.70	\$3.00	\$2.98	<u>\$2.52</u>	\$2.835	\$3.003
Delivery Date	22 weeks	22 weeks	22 weeks	22-24 weeks	14-16 weeks	22 weeks	22 weeks
Weight per Meter	.43 kgs.	0.4314 kgs.	---	.4314 kgs.	.43 kg/m	431.4 kg/km	.4477

PAGE TWO

	<u>NEDCO</u>	<u>SHAWFLEX</u>	<u>UNION</u>	<u>TEXCAN</u>	<u>SHAWFLEX</u>	<u>CANADA WIRE</u>	<u>PIRELLI</u>
<u>ITEM 5. 5,000 Meters #7 Conductor Cable</u>							
Price per metre	\$2.42	\$3.32	\$2.58	\$2.62	\$2.05	\$2.49	\$2.583
Delivery Date	22 weeks	22 weeks	22 weeks	22-24 weeks	14-16 weeks	22 weeks	22 weeks
Weight per Meter	.348 kgs.	0.348 kgs.	---	.348 kgs.	.36 kg/m	348 kg/km	.3481

UNABLE TO BID - N.C.S.  
Guillevin





FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1989 November 13  
COMM FILE:  
DEPT FILE: T17-18-89

SUBJECT: SUPPLY AND DELIVERY OF ADJUSTABLE FACE TRAFFIC AND PEDESTRIAN SIGNAL HEADS, TRAFFIC DEPARTMENT

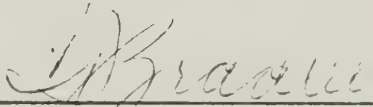
RECOMMENDATION:

That a purchase order be issued to Fortran Traffic Systems, Scarborough, for the supply and delivery of Adjustable Face Traffic and Pedestrian Signal Heads as and when required during 1990 by the Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Non-Ferrous Traffic Signal Heads	- \$264.00 each
Non-Ferrous Pedestrian Signal Heads	- 188.00 each
Polycarbonate Traffic Signal Heads	- 227.00 each
Polycarbonate Pedestrian Signal Heads	- 188.00 each

Less 1% discount, plus Provincial sales tax at 8%

NOTE: Lowest of three (3) tenders received. Funds provided in Traffic Signal Material Account #56152 75999.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

	<u>Polycarbonate Signal Heads</u>		<u>Non-Ferrous Signal Heads</u>	
	<u>Traffic</u>	<u>Pedestrian</u>	<u>Traffic</u>	<u>Pedestrian</u>
Fortran, Scarborough	\$227.00	\$188.00	\$264.00	\$188.00
Tacel Ltd., Toronto	260.00	218.00	264.00	228.00
Econolite, Scarborough	274.00	274.00	305.00	305.00





FOR ACTION

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1989 November 13  
COMM FILE:  
DEPT FILE: T4-56-89

SUBJECT: PURCHASE OF TWO (2) F450 CABS AND CHASSIS WITH SERVICE BODIES,  
TRAFFIC DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to Parkway Ford Sales, Waterloo, in the amount of \$63,002.88 for the supply and delivery of two (2) F450 Cabs and Chassis with Service Bodies for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of three (3) tenders received. Funds provided in Automotive Equipment for Outside Operation Accounts CH58002 75120 (\$26,000) and CF5536 758951004 (\$37,002.88).

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

Barry Metal Products Ltd., Binbrook  
Parkway Ford Sales, Waterloo  
Wilcox Bodies Ltd., Mississauga

\$19,704.73 \*  
63,002.88  
80,942.00

\* Incomplete - bid on bodies only



FOR ACTION

12.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

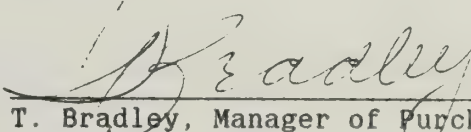
DATE: 1989 November 22  
COMM FILE:  
DEPT FILE: 17-15-89

SUBJECT: SUPPLY AND DELIVERY OF PVC CONDUIT AND FITTINGS, TRAFFIC DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to Wesco, Hamilton, in the amount of \$16,964.13 for the supply and delivery of PVC Conduit and Fittings as and when required by the Traffic Department during 1990 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of seven (7) tenders received. Funds provided in Traffic Signal Materials Account 56152 75999.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender analysis based on estimated annual useage

Wesco, Hamilton	\$16,964.13
Ellis & Howard, Hamilton	18,947.10
Union Electric, Hamilton	19,816.49
Guillevin International, Hamilton	19,915.42
Westburne Electric, Hamilton	22,854.58
Nedco Electric, Hamilton	24,171.65
Sceptor Manufacturing, Scarborough	38,434.94





FOR ACTION

13.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1989 November 29  
COMM FILE:  
DEPT FILE:

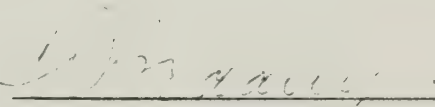
SUBJECT: COMMISSIONAIRES' ANNUAL SALARY RATES FOR 1990, TRAFFIC DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to the Canadian Corps of Commissionaires (Hamilton), Hamilton for parking enforcement services for 1990, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

	<u>Hourly Rate</u>
Sergeant	\$10.43
Corporal	9.92
Commissionaire	9.50

NOTE: Funds provided in By-Law Services, Traffic by-Law Enforcement Account #CH56323 75020.

  
T. Bradley, Manager, of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

This represents a 7.3% and 7.7% increase over 1989 rates. The Commissionaire will be receiving a 5% increase and the balance is due to increases in the Ontario Employer Health Tax, Unemployment Insurance increases and one new Statutory Holiday, Boxing Day.

c.c. Mr. M. Main, Director, Traffic Services





FOR ACTION

14.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

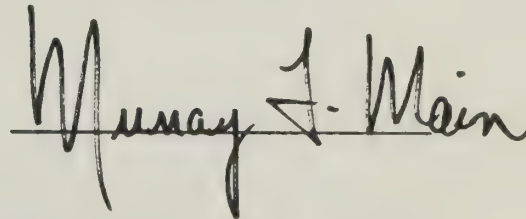
FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 29  
COMM FILE:  
DEPT FILE: TEC-314-89

SUBJECT: PROVISION OF COMPUTER WORKSTATIONS IN THE TRAFFIC DEPARTMENT

RECOMMENDATIONS:

- (a) that the Traffic Department, in conjunction with Information Systems, be authorized to obtain nine additional computer workstations;
- (b) that the estimated leasing cost of \$1125 for the remainder of 1989 be funded from overall savings in the department in the 51001 and 51401 accounts (Salaries, Wages and Benefits) due to delays in hiring;
- (c) that the estimated 1989 software purchase costs of \$11,000 associated with the computer equipment leasing be funded from overall department savings in the 56103 accounts (Operating Supplies);
- (d) that the estimated annual leasing costs of \$28,500 be placed in the 1990 budget of this department and an equal offsetting amount be shown as a reduction to staffing costs accounts.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

- 1. no additional funds are requested for 1989 due to a savings in the department's accounts;
- 2. the **ANNUALIZED** costs of this equipment will be provided by reducing the 1990 budget request for staffing costs by an amount equal to the equipment lease costs for the year.

BACKGROUND:

The Traffic Department has already experienced improvements in employee productivity due to the introduction of microcomputers for word processing and for computer-assisted drafting. It is now suggested that microcomputers be introduced to assist employees with other types of responsibilities.

Proposed computer uses and advantages will be:

1. Computer-assisted drafting. The use of computers to replace manual drafting techniques, combined with direct information transfer from computerized surveying instruments provides a substantial savings in the time to produce drawings. The one drafting staff member who does not have a workstation is to be equipped.
2. Permit issuing/record-keeping. The number of permits in use for time-limit exemption and reserved permit parking has grown to the point that a computerized database would aid in the renewal and enforcement process.
3. Motor-vehicle collision analysis. The provincial report form for reporting motor vehicle collision was revised for 1988. Previously all accident data analysis was carried out on the mainframe computer. In conjunction with the changes required to match the new form, Information systems is developing a new method of data analysis which will "download" the collision data directly to microcomputers in the Traffic Department. This will reduce the time and effort to undertake these investigations.
4. Management and control. Provision of a microcomputer for the manager of outside operations will allow for better control of installation projects, increasing the efficiency of outside staff.
5. Portable computer. A portable computer will allow management staff to take work home, allowing them the opportunity to meet deadlines and do additional work when demands dictate. This is particularly important during the time of year in which budgets are prepared, as the workload of preparing the budget affects other duties.

cc: Mr. Lou Sage, Chief Administrative Officer  
Mr. J.G. Hindson, P. Eng., Director of Information Systems  
Mr. E.C. Matthews, Treasurer

FOR ACTION

15 (a)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

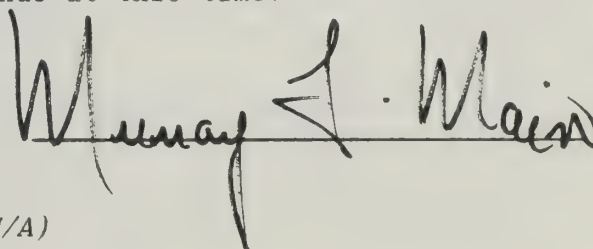
DATE: 1989 November 15  
COMM FILE:  
DEPT FILE: TEC-270-89

SUBJECT:

Intersection of Stanley Avenue and Kent Street - Intersection Control.

RECOMMENDATIONS:

That no action be taken on the request for all-way stop control at the intersection of Kent Street and Stanley Avenue at this time.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The erection of stop signs on Stanley Avenue at Kent Street would result in additional motor vehicle operating costs in the order of \$10,000 per year.

BACKGROUND:

Alderman Terry Cooke has asked the Traffic Department to report to the Transport and Environment Committee respecting a request by Mrs. Chantal Ratcliffe, 397 Aberdeen Avenue, that three-way stop control be implemented at the intersection of Stanley and Kent. No specific concerns were given regarding the operation of this intersection, but Mrs. Ratcliffe has commented that since traffic on Kent is required to stop at every other intersection between Aberdeen and Charlton, motorists expect traffic on Kent to also have to stop at Stanley. The Traffic Department has investigated this request, and has the following report:

Presently, westbound traffic on Stanley is required to stop for northbound and southbound traffic on Kent. Traffic Department records indicate that there have been only six reported collisions at this intersection in the past seven years, which is a very good rate for this type of intersection.

Northbound and southbound traffic on Kent is presently required to stop at four out of the five intersections between Aberdeen and Charlton (a distance of approximately 1200 feet). An additional stop on this .23 mile section of street would be considered to be over-restrictive and unnecessary.



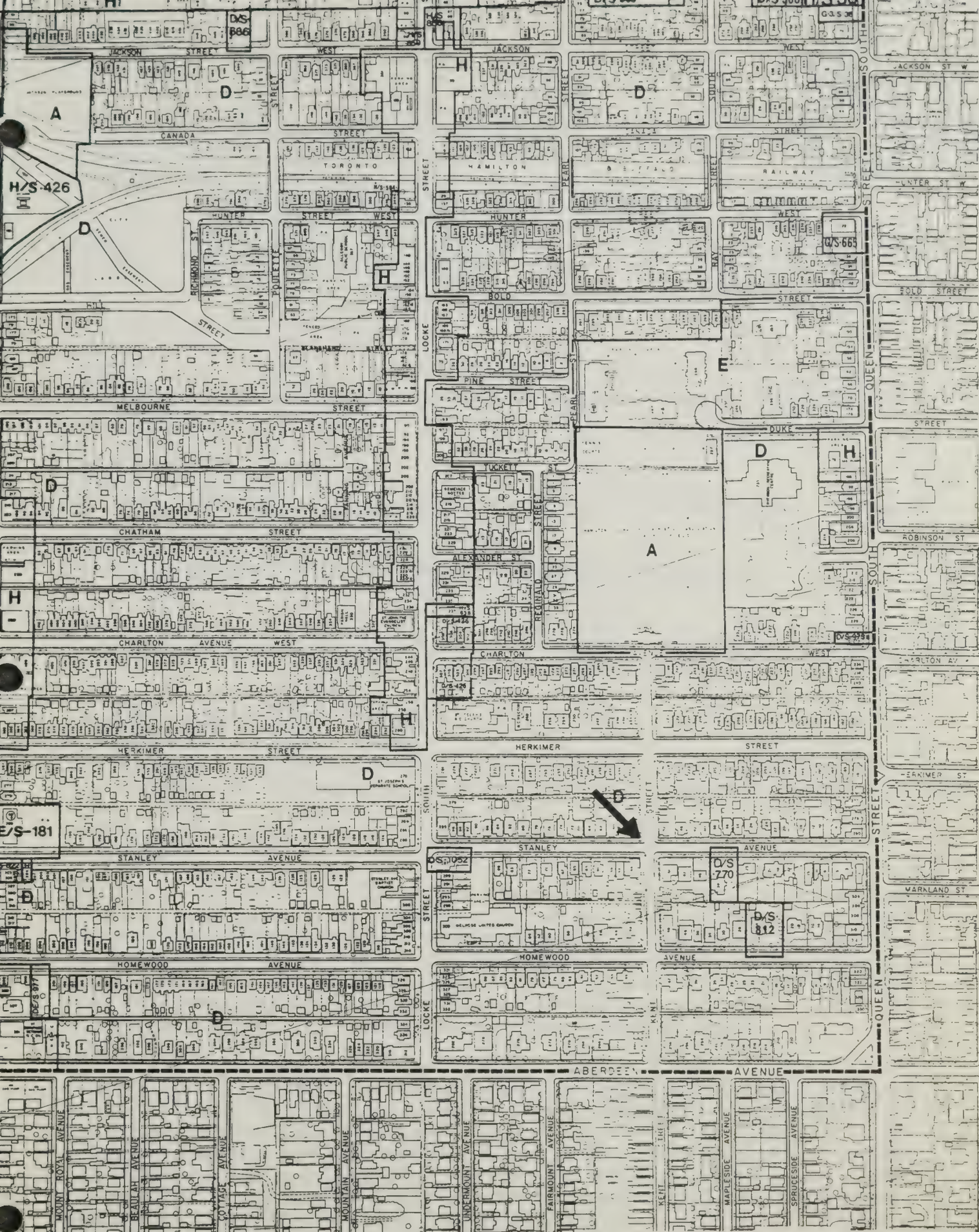
The Traffic Department uses certain criteria to determine when all direction stop control should be implemented at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this location at this time.

The erection of stop signs on Stanley at Kent would increase motor vehicle operating costs, noise, dust, etc. in the vicinity of the intersection.

The Traffic Department has expressed concern over the years that the proliferation of unwarranted stop signs will not only result in general disrespect for the traffic control device, but will reach the point at which residents will accept nothing less than all-direction stop at all intersections within neighbourhoods. Apparently, Mrs. Ratcliffe has come to that conclusion on the basis that motorists know that there are stop signs at four of the five intersections along Kent Street now, and therefore expect that there will be one at this location as well. While she states that she agrees with the criteria explained to her by letter, and that it does seem over restrictive to add more stop signs, she feels that the public nonetheless expects that this will be the case. If she is correct, then we may be approaching the point of no return from all-direction stop at all residential street intersections.

For the above reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Kent and Stanley at this time.









FOR ACTION

15 (b)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

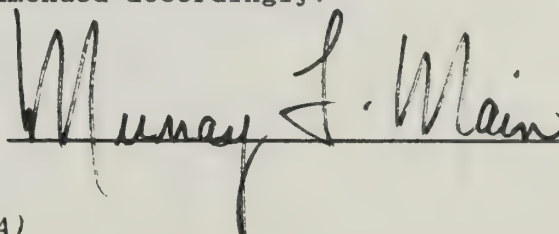
DATE: 1989 November 24  
COMM FILE:  
DEPT FILE: TEC-309-89

SUBJECT:

Intersection of Queen Victoria and Queensbury Drives - Intersection Control.

RECOMMENDATIONS:

- (a) That three-way stop control be implemented at the intersection of Queen Victoria and Queensbury Drives; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

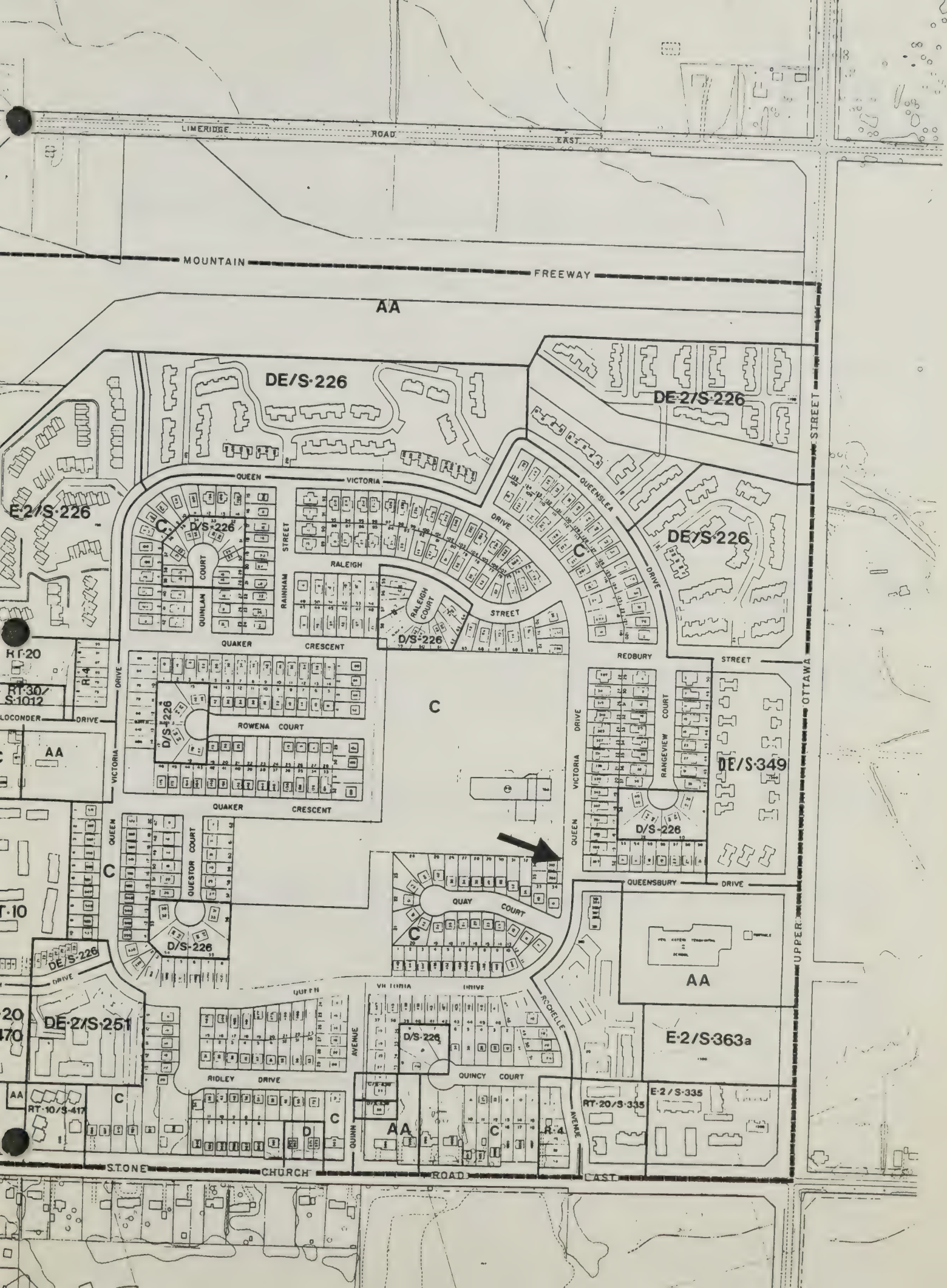
Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Tom Jackson has asked the Traffic Department to investigate the possibility of implementing three-way stop control at the intersection of Queen Victoria and Queensbury Drives. This intersection is a three leg intersection, and presently, westbound traffic on Queensbury is required to stop for northbound and southbound traffic on Queen Victoria. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last 13 years. Thus, the intersection has been operating safely.

In the past, the Traffic Department has not supported requests for three-way stop control at this location, because there is a curve in the roadway on Queen Victoria, immediately south of Queensbury, which would limit the visibility of the northbound stop sign. However, after a detailed site investigation, it has been concluded that the degree of the curve is such that northbound motorists could have an adequate view of a stop sign at this intersection. This intersection is situated between C.B. Stirling and Blessed Kateri Elementary Schools, such that children from both schools would cross at the intersection. Therefore, the Traffic Department supports the request for three-way stop control at this location.









FOR ACTION

15 (c)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 24  
COMM FILE: 3-9.4  
DEPT FILE: TEC-312-89

SUBJECT: Intersection of Shaw Street and Douglas Street - Intersection Control

RECOMMENDATION:

- a) That southbound traffic on Douglas Street be required to stop for eastbound and westbound traffic on Shaw Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

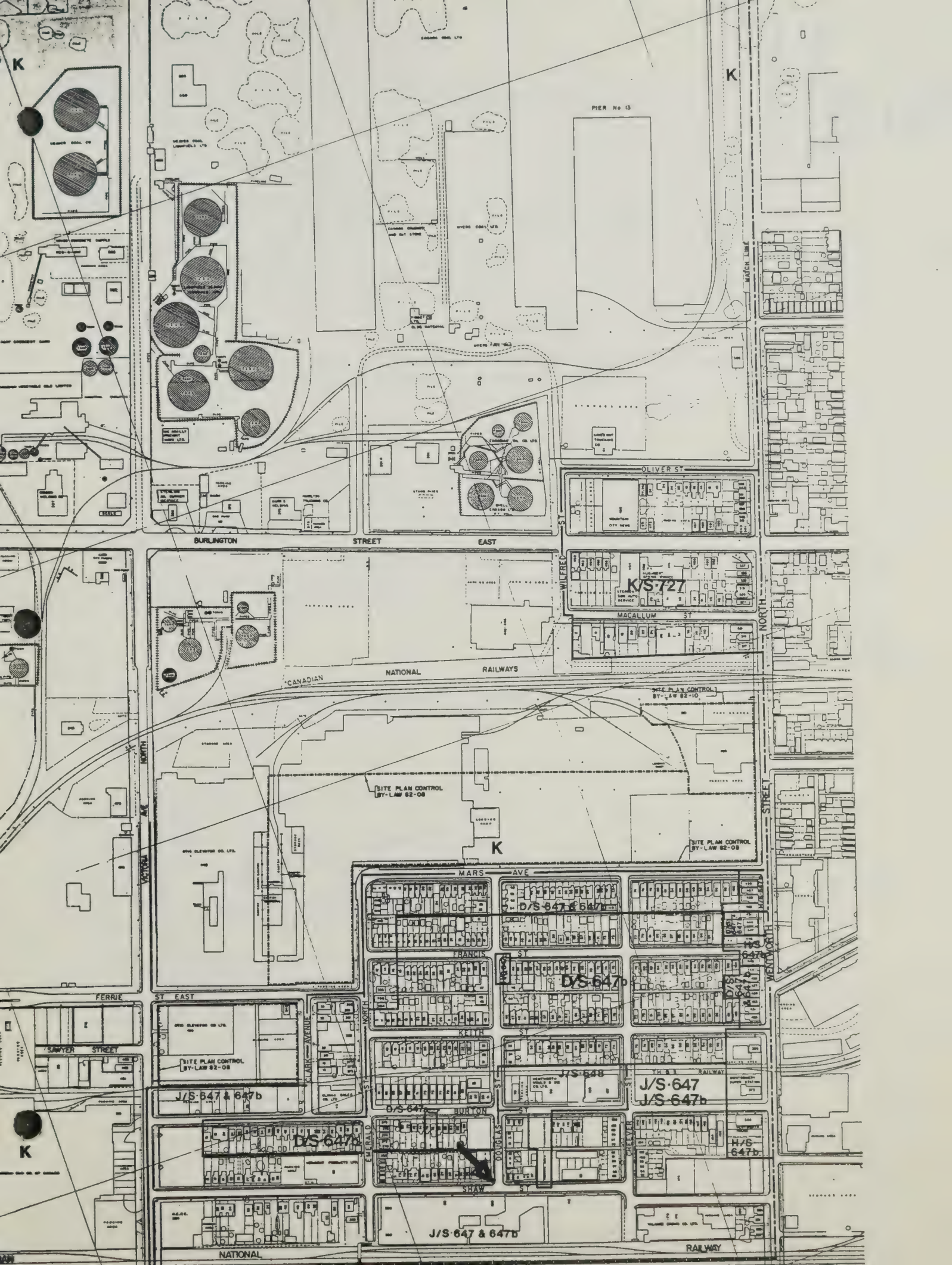
The Traffic Department has received a request from Arzu Guner, 80 Burton Street, that three-way stop control be implemented at the intersection of Shaw and Douglas.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection in the past seven years. Thus, the intersection is operating safely.

The Traffic Department has concluded that three-way stop control is not warranted at the intersection of Douglas and Shaw at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Douglas would be required to stop for eastbound and westbound traffic on Shaw.









FOR ACTION

16 (a)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 20  
COMM FILE: 3-9.6  
DEPT FILE: TEC-303-89

SUBJECT: Intersection of Herkimer Street and Dundurn Street South  
- Request for a School Traffic Officer

RECOMMENDATION:

- a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to the intersection of Herkimer Street and Dundurn Street South; and
- b) That, the Finance Committee be requested to recommend a method of financing \$6,563.00 to cover the cost of assigning a school traffic officer to this intersection for 1990.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See above.

BACKGROUND:

The Traffic Department recently received a request from Mr. and Mrs. C. Ladouceur, 434 Charlton Avenue West, that a school traffic officer be assigned to the intersection of Herkimer and Dundurn. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

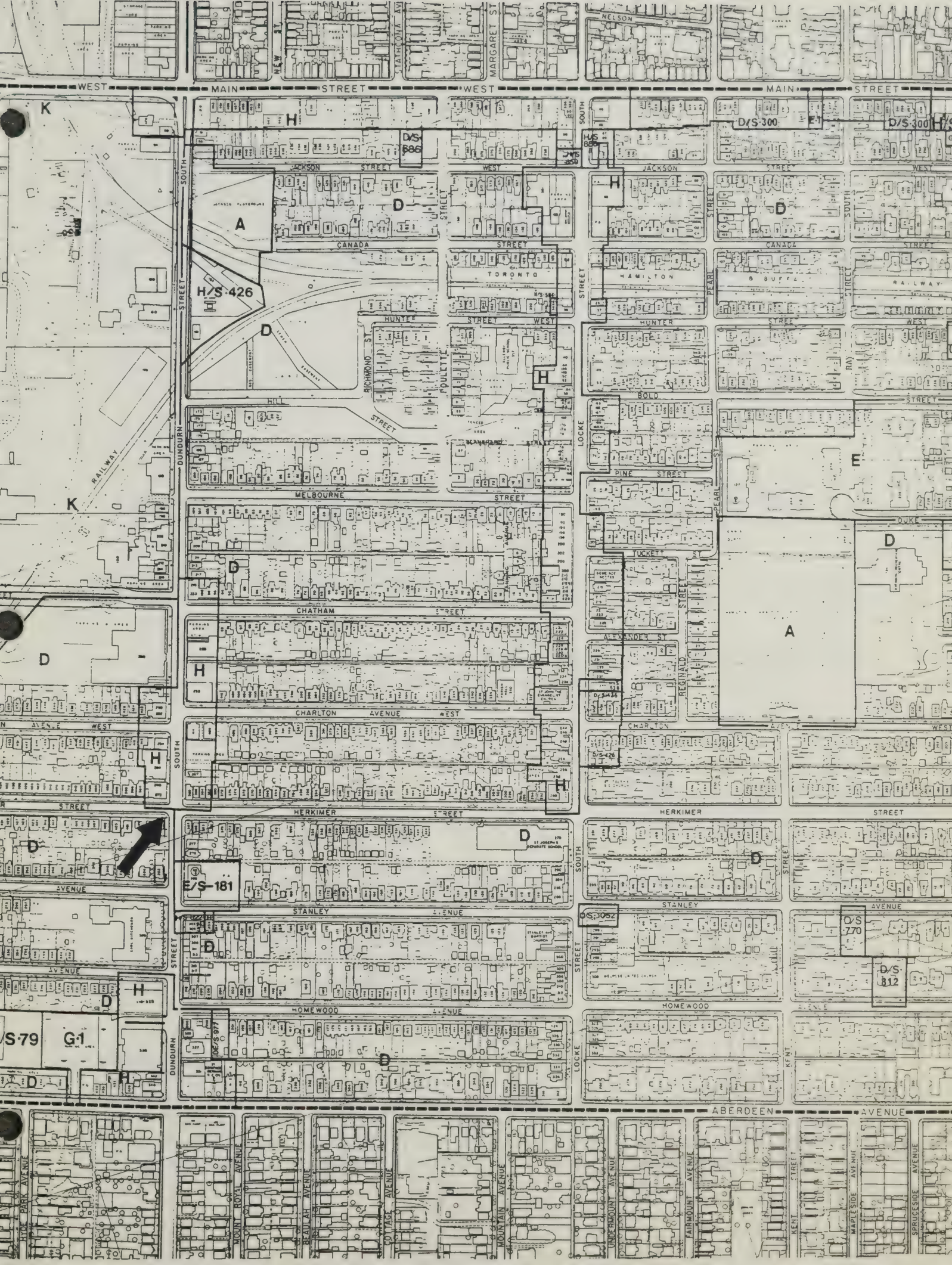
The Regional Police conducted studies at this location on 1989 October 31, and observed a total of 123 crossing movements by elementary school children across Herkimer and 21 crossing movements across Dundurn during the three school crossing periods which consisted of a total of approximately 2.5 hours. The Regional Police have concluded, in part, that due to the high volume of turning traffic and the lack of safe gaps, the children are having difficulty in crossing, and have therefore recommended that a school traffic officer be assigned to this location.



Although the intersection is operating relatively safely, the Traffic Department concurs with the recommendation of the Regional Police Department.

cc: Mr. E. Matthews, City Treasurer  
Treasury Department

cc: Mr. J. Thompson, Secretary  
Finance Committee









FOR ACTION

16(b)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 24  
COMM FILE: 3-9.6  
DEPT FILE: TEC-287-89

SUBJECT: Intersection of Barlake Avenue and Violet Drive  
- Request for a School Traffic Officer

RECOMMENDATION:

- a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to the intersection of Barlake Avenue and Violet Drive, during the three school crossing periods; and
- b) That, the 1990 budget estimates be revised to include \$7,220.00 to cover the cost of assigning a school traffic officer to the intersection of Barlake Avenue and Violet Drive; and
- c) That parking be prohibited on the north side of Barlake Avenue commencing at a point 41 feet east of the extended east curb line of Violet Drive and extending to a point 40 feet easterly therefrom; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$7,220, and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND:

The Traffic Department has received a request from Alderman Dominic Agostino, that a school traffic officer be assigned to the intersection of Barlake and Violet. The subject intersection is a "T" type intersection, and presently, northbound traffic on Violet is required to stop for eastbound and westbound

traffic on Barlake. In accordance with approval procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

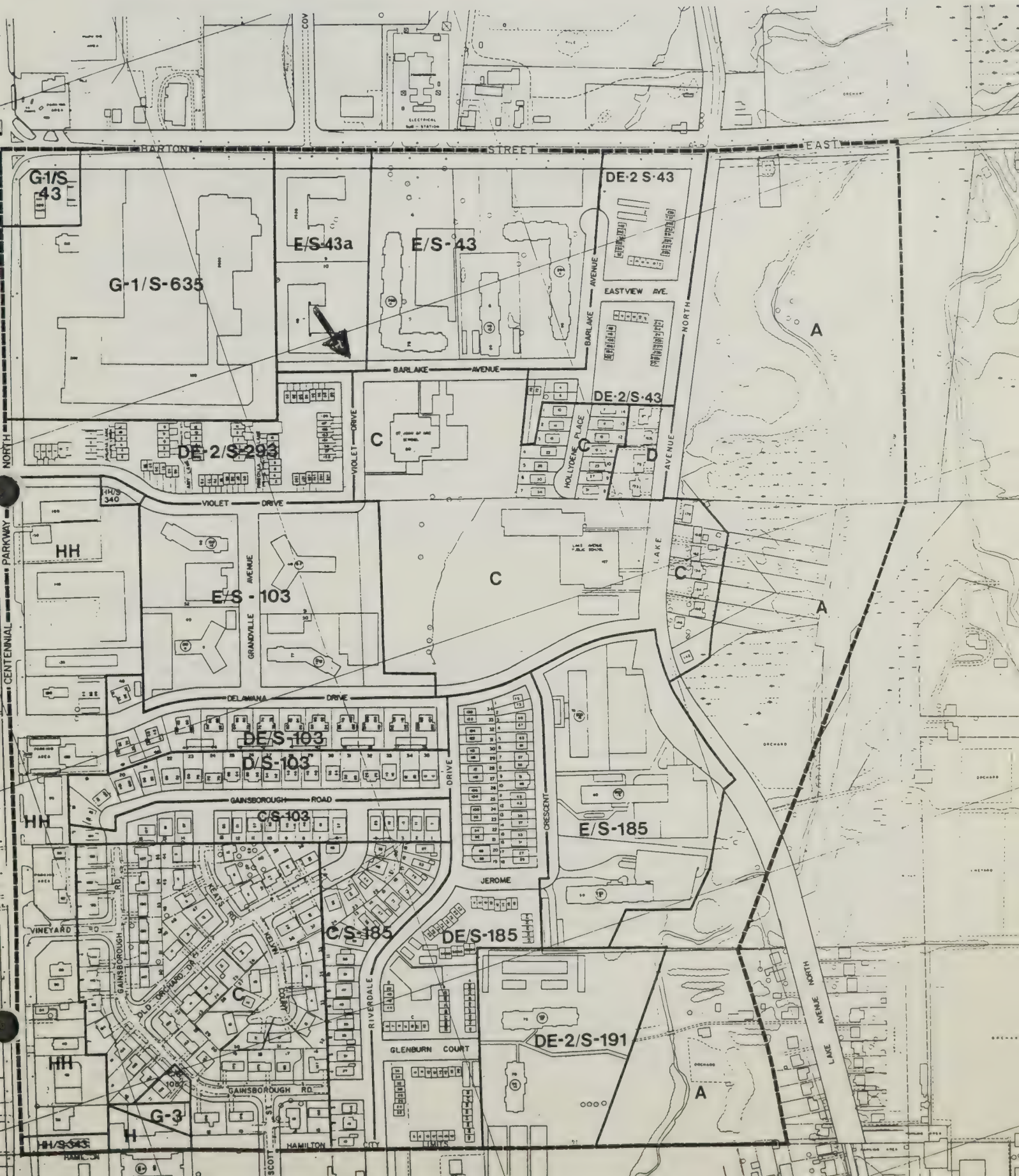
The Regional Police conducted studies at this location on 1989 October 18, and observed 280 crossing movements by elementary school children across Barlake and 21 crossing movements across Violet during the three school crossing periods which consisted of a total of approximately three hours. The Regional Police have concluded, in part, "that there were insufficient gaps to allow the large volume of school children to cross safely" and therefore, have recommended that a school traffic officer be assigned to this location. They have also recommended that parking be prohibited on the north side of Barlake east of Violet for approximately 60 feet in order to improve visibility at this intersection.

Although the collision record at the intersection has been relatively good, the Traffic Department concurs with the recommendation of the Regional Police.

cc: Mr. E. Matthews  
City Treasurer

cc: Mr. J. Thompson, Secretary  
Finance Committee









FOR ACTION

17(a)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

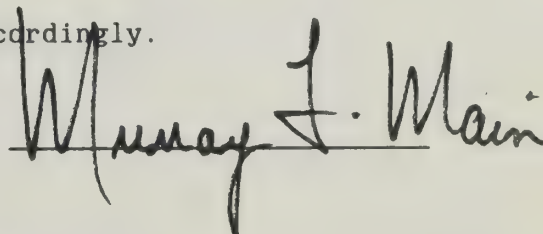
FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 24  
COMM FILE: 3-9.2  
DEPT FILE: TEC-299-89

SUBJECT: North side of Homewood Avenue, west of Kent Street -  
Parking Regulations

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the north side of Homewood Avenue from Kent Street to a point 85 feet westerly be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of removing the subject "No Parking" signs.

BACKGROUND:

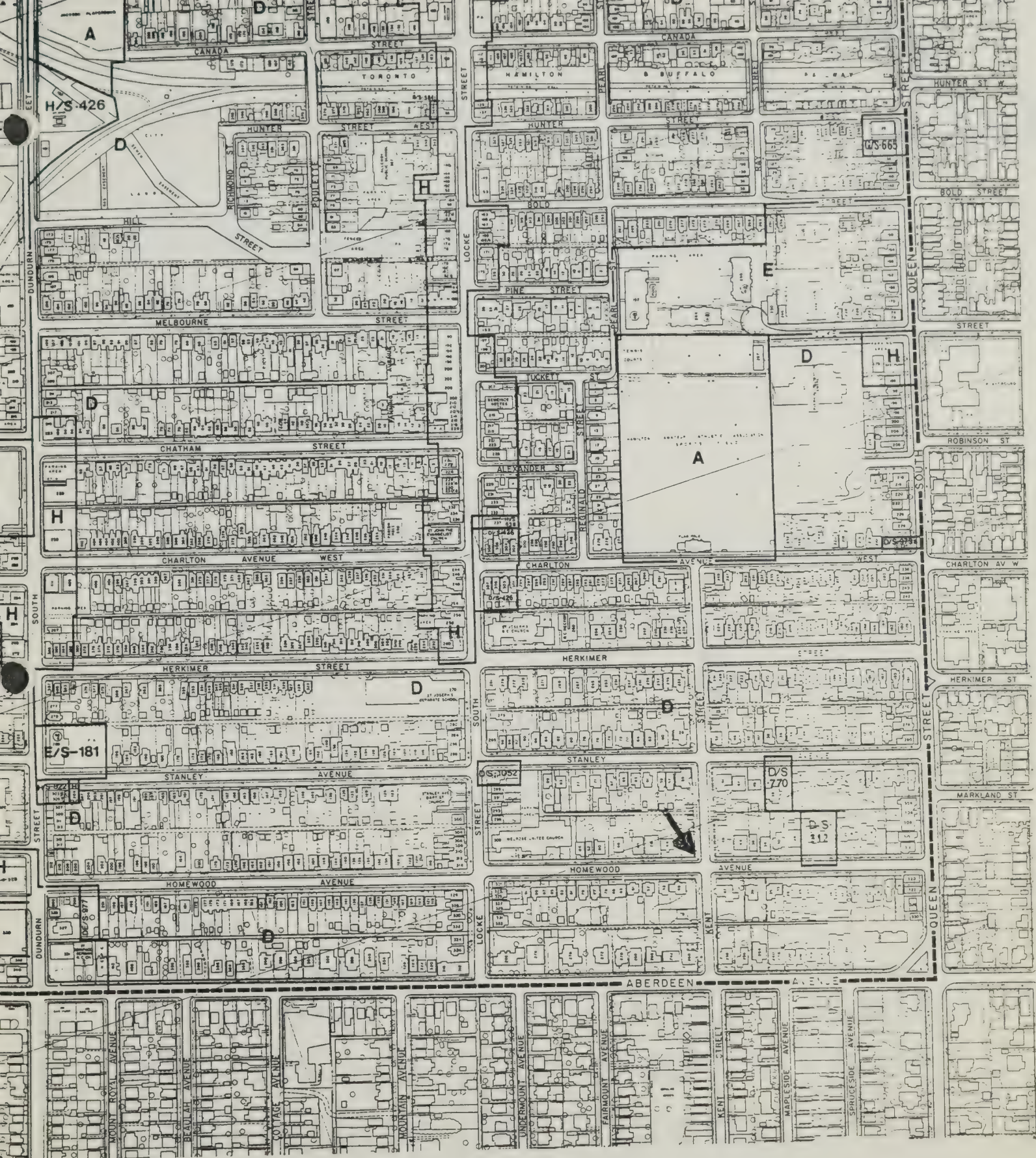
The Traffic Department has received a request from Mr. Singleton Brown, 65 Homewood Avenue, that the existing corner clearances on the north and south sides of Homewood, west of Kent be removed in order to provide additional on-street parking spaces. Presently, parking is permitted on both sides of Homewood in this area, except for the corner clearances on both sides of Homewood immediately west of Kent, which were implemented to improve visibility prior to the implementation of the three-way stop at the intersection of Homewood and Kent.

The Traffic Department has concluded that the corner clearance on the north side could be removed, since traffic in all directions is now required to stop at Homewood and Kent. However, the Traffic Department does not recommend removing the corner clearance on the south side of street, since parked vehicles in this area would likely obstruct the visibility of northbound motorists on Kent, and obstruct the visibility of the right-hand stop sign for eastbound traffic.

The Traffic Department has contacted the resident at No. 52 Homewood, who stated that she has no objection to removing the no parking corner clearance directly in front of her property. The removal of the corner clearance would provide two additional on-street parking spaces. Therefore, the Traffic Department recommends removing the corner clearance on the north side of Homewood, west of Kent only.











FOR ACTION

17(b)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

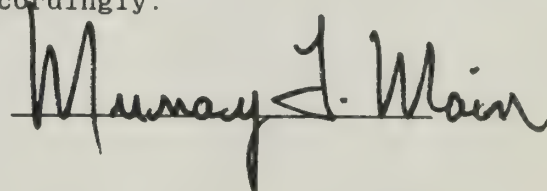
FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 24  
COMM FILE: 3-9.2  
DEPT FILE: TEC-313-89

SUBJECT: East 31st Street between Munn Street and Queensdale Avenue  
- Parking Regulations

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of East 31st Street between Munn Street and Queensdale Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman John Smith has forwarded to the Traffic Department a petition which was signed by representatives of eight of the nine one, two and three family dwellings abutting East 31st between Munn and Queensdale, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street. Presently, there is unrestricted free parking on both sides of the street in this area.

The resident who circulated the petition has expressed concern regarding long-term, non-resident parking by staff and visitors of the Henderson Hospital. The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 89% of the abutting residents support the proposed regulation, the Traffic Department concurs with the request.









IS-585







FOR ACTION

17(c)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 24

COMM FILE: 3-9.2

DEPT FILE: TEC-308-89

SUBJECT: Strathcona Avenue North between York Boulevard and Tom Street  
- Parking Regulations

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Strathcona Avenue North between Tom Street and York Boulevard; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition which was signed by representatives of 12 of the 13 one, two and three family dwellings abutting Strathcona between York and Tom, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. All 12 residents who signed the petition are in favour of the proposed regulation. Presently, there is unrestricted free parking on both sides of the street in this area.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of the Simcoe Erie Insurance Company. The implementation of the proposed regulation would eliminate long-term parking by non-residents since only area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 92% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.











FOR ACTION

17 (cd)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

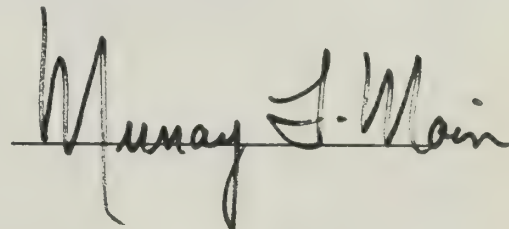
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 23  
COMM FILE: 3-9.2  
DEPT FILE: TEC-305-89

SUBJECT: Anna Capri Drive between Upper Gage Avenue and Rita Court - parking regulations.

RECOMMENDATION:

- a) That a parking prohibition be implemented on the north side of Anna Capri Drive between Upper Gage Avenue and Rita Court; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

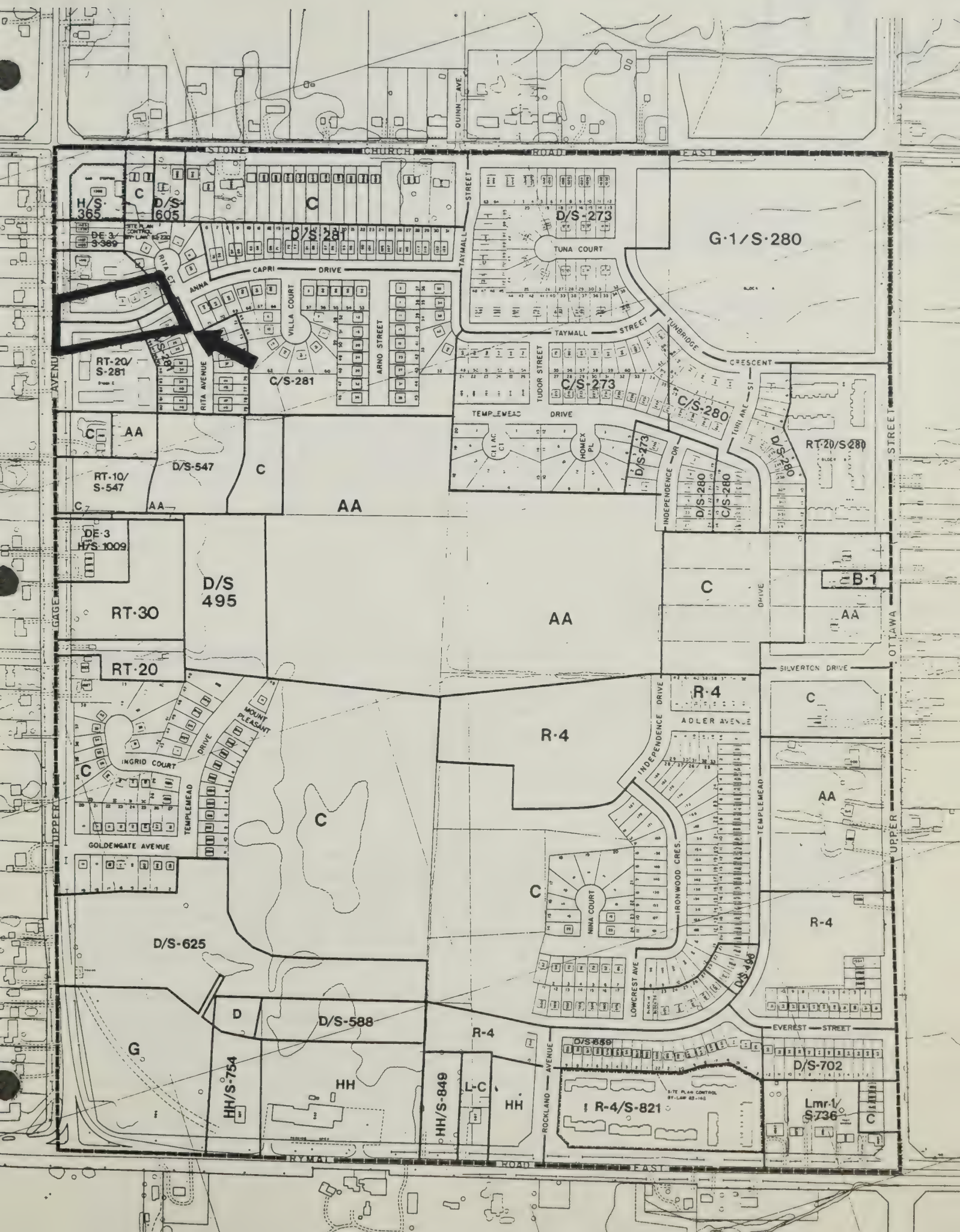
Alderman John Smith has forwarded to the Traffic Department a petition which was signed by representatives from four of the five one, two, and three family dwellings abutting Anna Capri between Upper Gage and Rita requesting that parking be prohibited on one side of the street. Thirty-six residents in the block to the east, also signed the petition and are in favour of the proposed parking prohibition. Presently, parking is permitted on both sides of Anna Capri which has a 28 foot pavement width in this area.

The Traffic Department supports the principal of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. All residents in this area have available off-street parking, and therefore, the implementation of the proposed regulation should not create any parking difficulties for area residents.

The Traffic Department could agree to a parking prohibition on either side of this section of street. However, because of the bend in the roadway, west of Rita Court, it would be appropriate to prohibit parking on the north side in order to improve visibility. Therefore, since 80 percent of the residents support the proposed regulation, the Traffic Department concurs with the request and recommends that parking be prohibited on the north side of Anna Capri between Upper Gage and Rita.









FOR ACTION

17(e)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

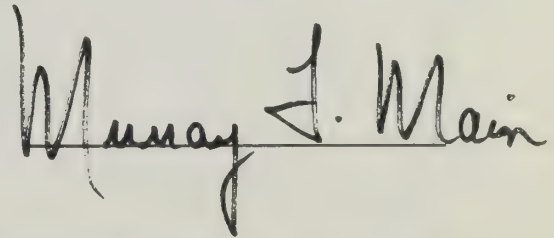
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 23  
COMM FILE: 3-9.2  
DEPT FILE: TEC-307-89

SUBJECT: Belview Avenue between Cannon Street East and northerly limit -  
parking regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit" regulation to be in affect 24 hours a day, 7 days a week, be implemented on the west side of Belview Avenue between Cannon Street East and the northerly end; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required the signs. However, the \$2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

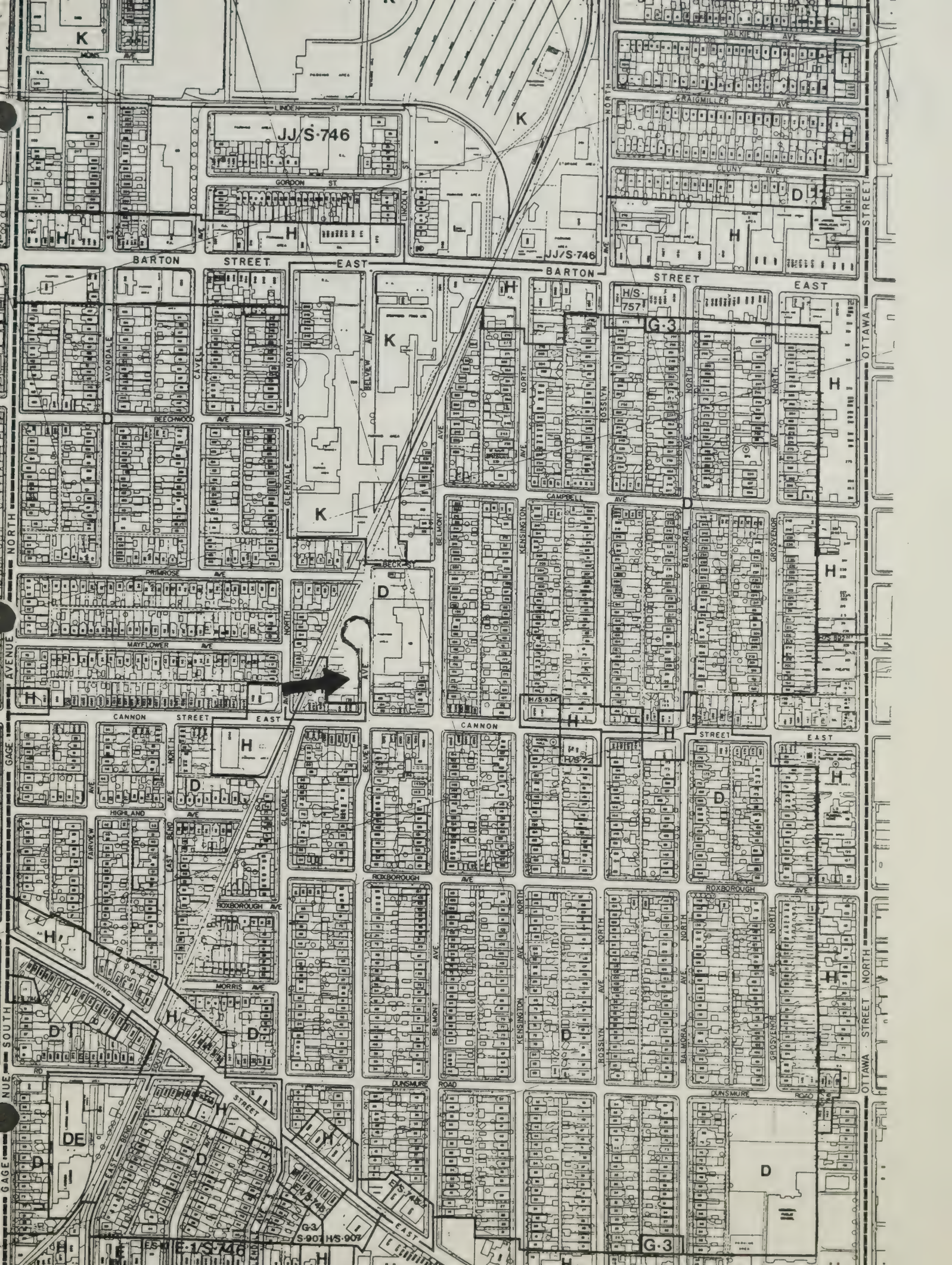
The Traffic Department has received a petition signed by representatives of four of the five one, two, and three family dwellings on Belview Avenue in the block between Cannon Street East and the northerly limit, requesting that a "One Hour Parking Time Limit", 24 hours a day, 7 days a week regulation be implemented on the street. Presently, there is unrestricted free parking on the west side of Belview Avenue in this block.

The implementation of the requested regulation would eliminate long-term non-resident parking. Area residents of one, two, and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 80 percent of the abutting residents have signed the petition the Traffic Department concurs with the request.















FOR ACTION

17(f)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 17  
COMM FILE: 3-9.2  
DEPT FILE: TEC-301-89

SUBJECT: Agnes Street between Argyle Avenue and Campbell Avenue  
- Parking Regulations

RECOMMENDATION:

- a) That the existing alternate side parking regulation on Agnes Street between Argyle Avenue and Campbell Avenue be removed; and
- b) That parking be prohibited on the east side of Agnes Street between Argyle and Campbell Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

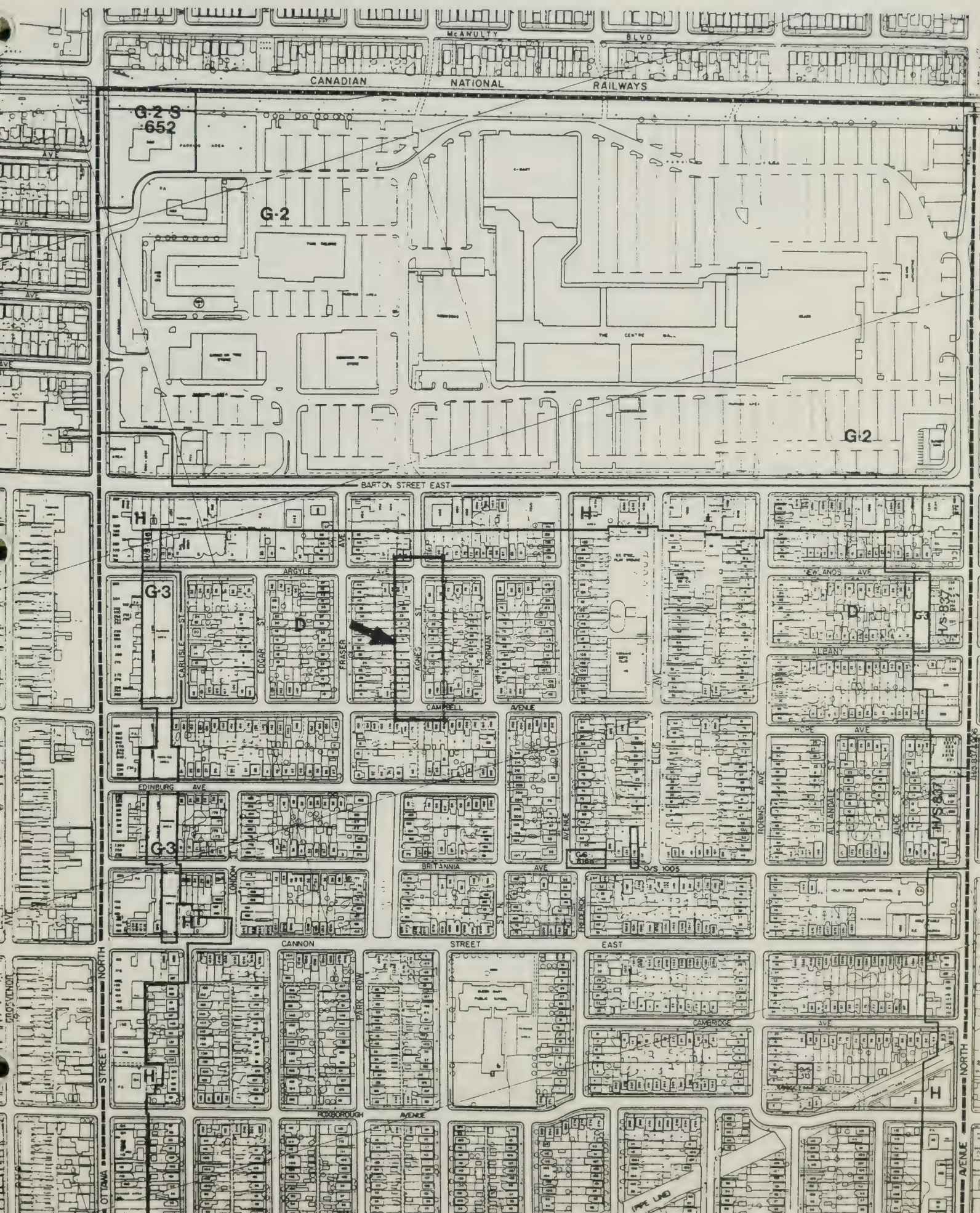
BACKGROUND:

The Traffic Department has received a petition which was signed by representatives of 16 of the 21, one, two and three family dwellings abutting Agnes between Argyle and Campbell, requesting that the existing alternate side parking regulation be removed and replaced with a full-time parking prohibition on the east side and unrestricted parking on the west side in order to maximize the number of legal on-street parking spaces. All 16 residents who signed the petition are in favour of these proposed changes.

An investigation has confirmed that there are five more parking spaces on the east side than there are on the west side of Agnes in the block. Therefore, since 76% of the abutting residents support the proposed changes to the existing parking regulations, the Traffic Department concurs with the request.











FOR ACTION

18.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 17  
COMM FILE: 3-9.1  
DEPT FILE: TEC-302-89

SUBJECT: Traffic conditions in the vicinity of Mountville Elementary School  
- 59 Karen Crescent

RECOMMENDATION:

- a) That westbound traffic on Karen Crescent be required to stop for northbound and southbound traffic on San Antonio Drive; and
- b) That the existing yield sign controlling northbound traffic on San Antonio Drive at San Pedro Drive be replaced with a stop sign such that northbound traffic on San Antonio Drive would be required to stop for eastbound and westbound traffic on San Pedro Drive; and
- c) That northbound traffic on Karen Crescent be required to stop for eastbound and westbound traffic on San Pedro Drive; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Ross has advised of safety concerns expressed by Mr. Cam MacMillan, 27 - 108 San Remo Drive, and has requested the Traffic Department to investigate possible safety improvements in the vicinity of Mountville Elementary School. Staff have completed a review of the area and have the following report:

1. Intersection of Karen Crescent and San Antonio Drive - Intersection Control

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection in the past seven

years. Thus, the intersection is operating safely. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that westbound traffic on Karen would be required to stop for northbound and southbound traffic on San Antonio.

2. **Intersection of San Antonio Drive and San Pedro Drive - Intersection Control**

The subject intersection is a "T" type intersection, and presently northbound traffic on San Antonio is required to yield to eastbound and westbound traffic on San Pedro. Traffic Department records indicate that the intersection is operating safely with no reported collisions in the past seven years. However, it would be appropriate to replace the existing yield sign with a stop sign.

3. **Intersection of Karen Crescent and San Pedro Drive - Intersection Control**

The subject intersection is a "T" type intersection, and presently there are no intersection control signs. Traffic Department records indicate that the intersection is operating safely with no reported collisions in the past seven years. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Karen would be required to stop for eastbound and westbound traffic on San Pedro.

The Traffic Department has also issued work orders to erect advance "School Warning" signs in the vicinity of Mountville Elementary School and to paint crosswalks at the intersection of Argo Street and San Antonio Drive.







FOR ACTION

19.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 17  
COMM FILE: 3-9.1  
DEPT FILE: TEC-300-89

SUBJECT: 277 Hughson Street North - Request for a Reserved Permit Parking  
Space for a Handicapped Resident

RECOMMENDATION:

- a) That a permit parking regulation be implemented on the west side of Hughson Street North commencing 104 feet south of Murray Street East and extending to a point 20 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Carmen Alaimo, 277 Hughson Street North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

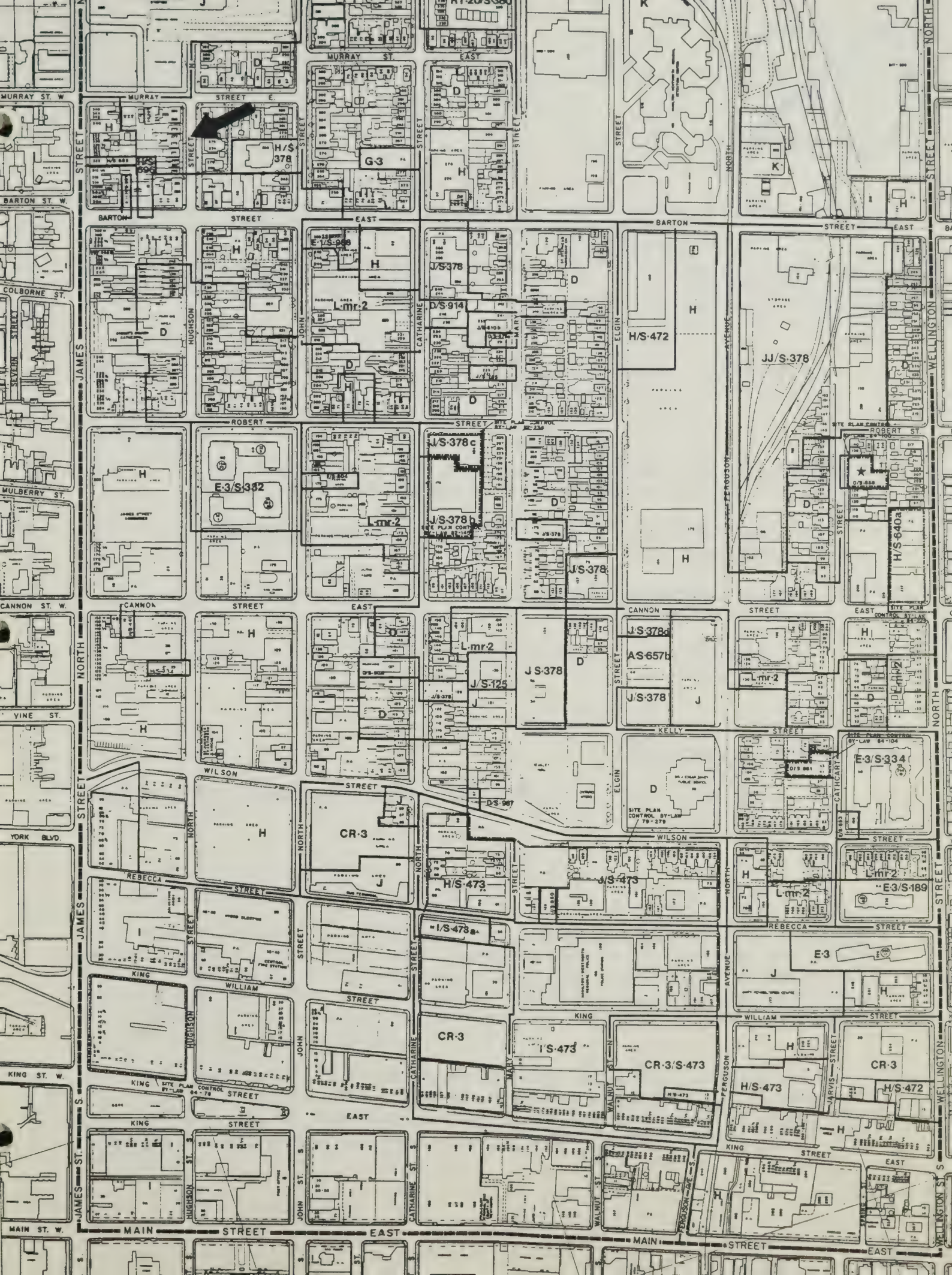
The Traffic Department has received a request from Mr. Carmen Alaimo, 277 Hughson Street North, that a reserved permit parking space be designated on the street in front of his home, since he is handicapped.

Hughson Street has a 30 foot pavement width in this area, and presently, parking is permitted on both sides of the street.

On 1987 December 07, the City Council approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicants possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Alaimo possesses



a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request for a reserved space on the west side of Hughson directly in front of Mr. Alaimo's home.







FOR ACTION

20.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1989 November 23  
COMM FILE:  
DEPT FILE: TEC-306-89

SUBJECT: Limeridge Road East at Upper Gage Avenue - bus stop relocation.

RECOMMENDATION:

- a) That in accordance with the request of the Hamilton Street Railway Company, the following bus stop relocation be approved:
- Limeridge route - eastbound - delete - Limeridge Road, west of Upper Gage Avenue (M/B)
  - add - Limeridge at Upper Gage Avenue (N/S)
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

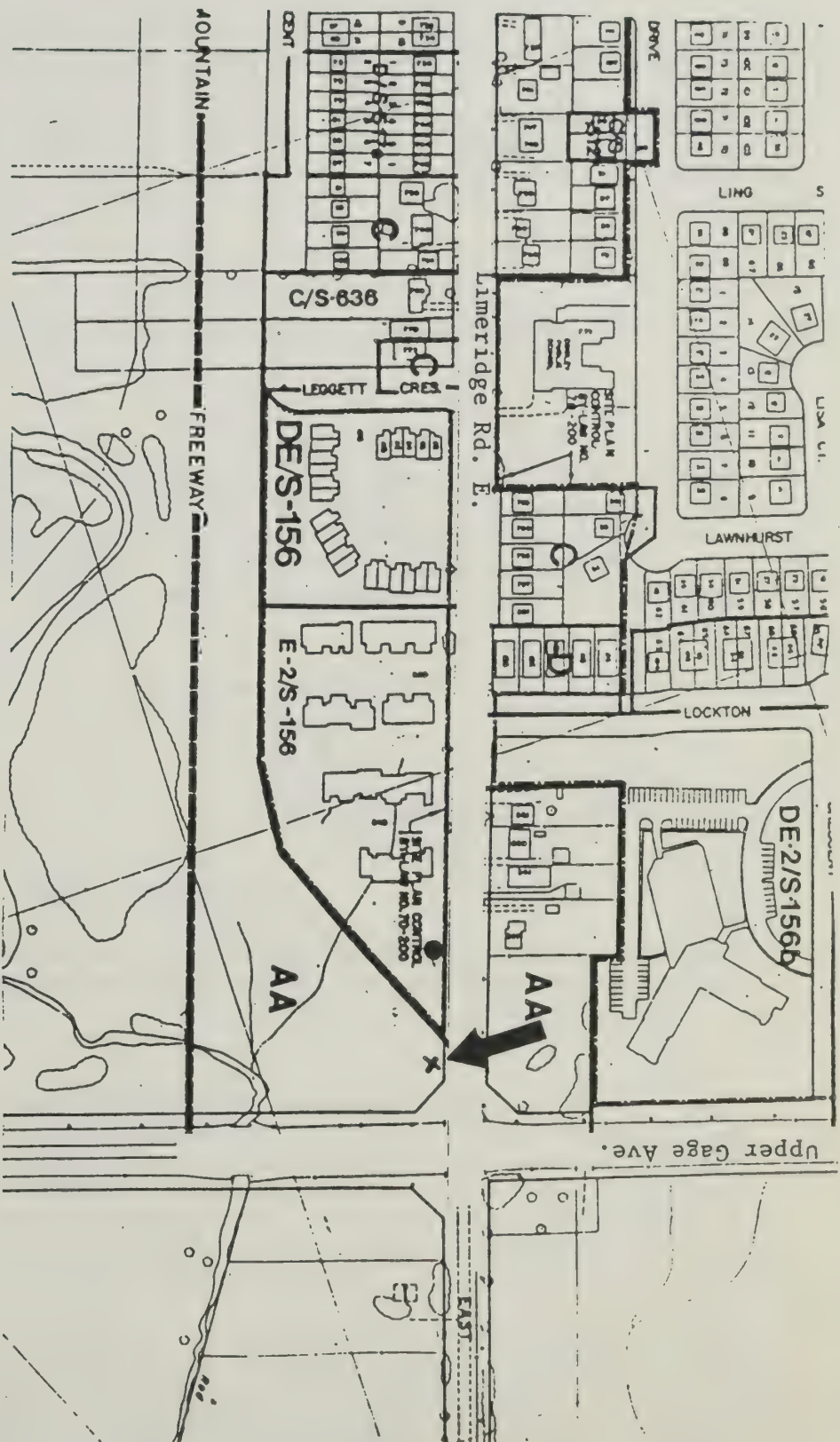
N/S

BACKGROUND:

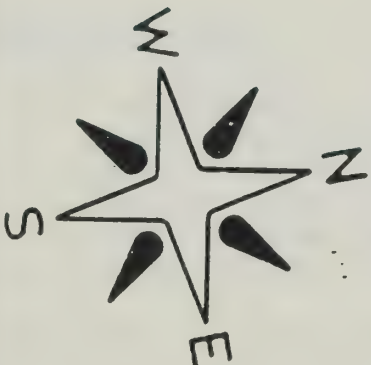
The Traffic Department has received a letter from the Hamilton Street Railway Company requesting that the existing mid-block bus stop on Limeridge Road, west of Upper Gage Avenue, be relocated to a near side location at the south-west corner of the intersection. The H.S.R. recommends this relocation to shorten the distance between bus stops for the Limeridge route and the Upper Gage route in order to facilitate transfers.

The Traffic Department has reviewed the proposed bus stop relocation and finds it satisfactory from a traffic point of view. The proposed bus stop would not result in any loss of on-street parking, since Limeridge Road is signed "No Stopping" in this area. Therefore, the Traffic Department concurs with this request.





- Existing Bus Stop
- X Proposed Bus Stop



# **HAMILTON STREET RAILWAY COMPANY MARKETING AND CUSTOMER SERVICES GROUP**

**LOCATION:** Limeridge Rd. E. at Upper Gage Ave., SW

**DATE:** Oct. 23/89 **SCALE:** NTS **DWN. BY:** AY





FOR ACTION

21.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

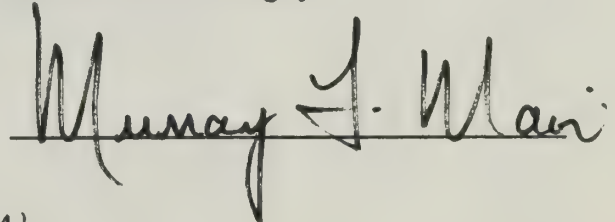
DATE: 1989 November 24  
COMM FILE:  
DEPT FILE: TEC-310-89

SUBJECT:

School Bus Loading Zone on Laurier Avenue in front of Buchanan Park School.

RECOMMENDATIONS:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Laurier Avenue commencing at a point 234 feet east of Columbia Drive and extending to a point 42 feet easterly therefrom be relocated, such that the regulation commences at a point 98 feet east of Columbia Drive and extends to a point 40 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

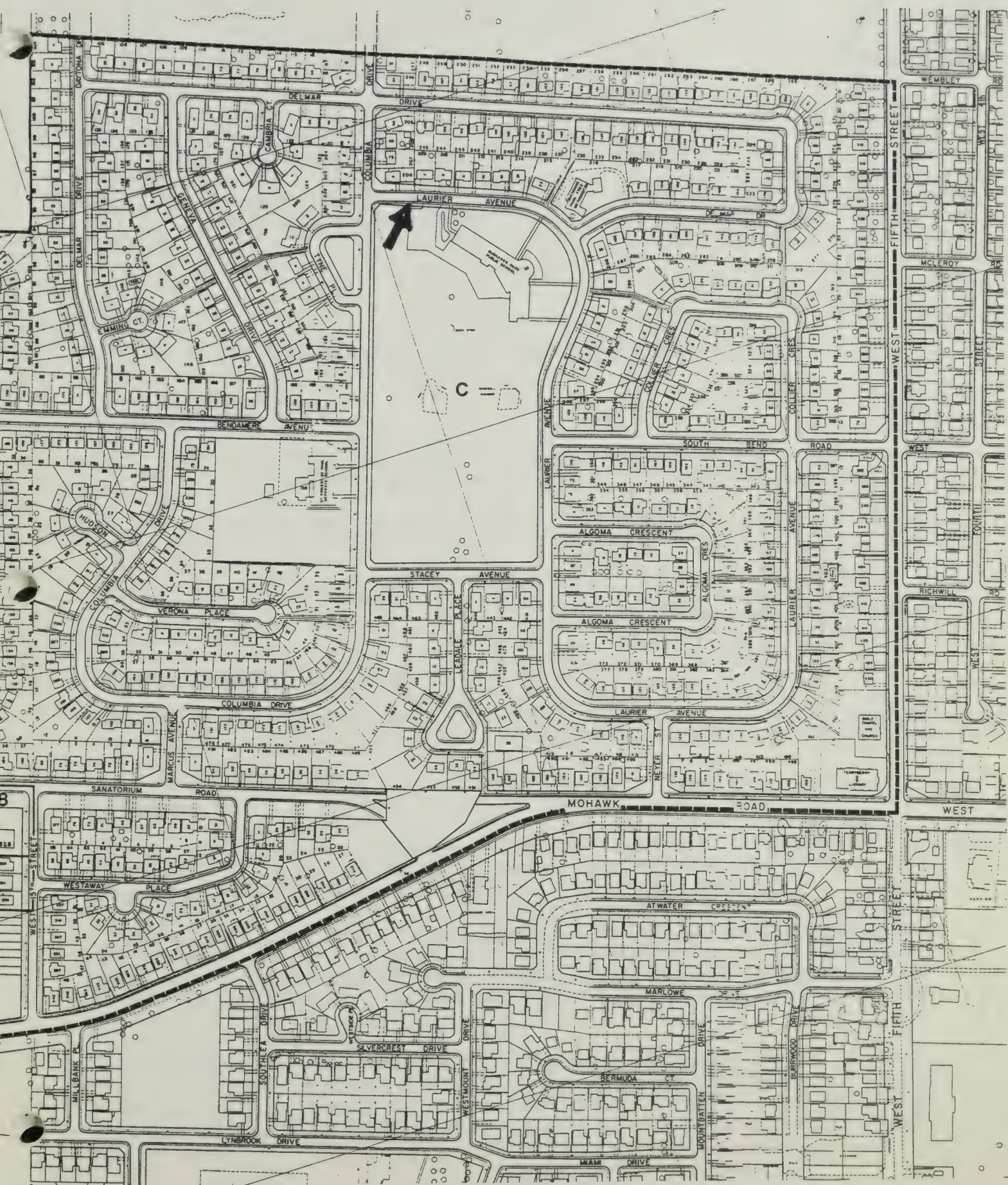
BACKGROUND:

Alderman Tom Murray recently asked the Traffic Department to contact Mr. John Leeks, the principal of Buchanan Park School, to discuss the feasibility of changing the location of the existing school bus loading zones and/or parking regulations in front of the school in order to improve the safety for young pedestrians crossing the roadway. The request was apparently prompted by a recent collision involving a young pedestrian who was struck by a vehicle on Laurier Avenue while crossing in front of the school.

There are presently two school bus loading zones on the south side of Laurier Avenue in front of Buchanan Park School. An investigation has revealed that the most westerly school bus loading zone is located directly in front of a walkway from the school such that the children would have to walk in front of or behind a school bus when attempting to cross Laurier Avenue. Therefore, after

discussing this matter with the principal of the school, it was agreed that an appropriate safety measure would be to relocate this school bus loading zone approximately 100 feet westerly such that pedestrians would have a clear view of traffic at this location.









FOR ACTION

22.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

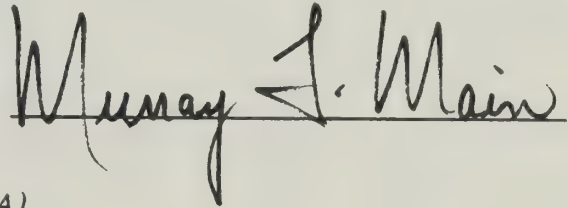
DATE: 1989 November 27  
COMM FILE:  
DEPT FILE: TEC-311-89

SUBJECT:

East side of Dalewood Crescent, north of Sterling Street - Corner Clearance.

RECOMMENDATIONS:

- (a) That stopping be prohibited on the east side of Dalewood Crescent between Sterling Street and a point 96 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

Alderman Terry Cooke recently asked the Traffic Department to investigate the possibility of installing corner clearances to improve visibility at the intersection of Dalewood and Sterling.

A review of conditions at the intersection has revealed that parking is presently allowed during the day only on the east side of Dalewood, north of Sterling and on the south side of Sterling, east of Dalewood. There are full-time parking prohibitions, part-time parking prohibitions, stopping prohibitions or bus stops on all of the other corners.

An investigation has confirmed that parked vehicles on the east side of Dalewood, north of Sterling, do obstruct visibility for motorists westbound on Sterling attempting to enter the intersection. Therefore, it would be appropriate to prohibit stopping on the east side of Dalewood between Sterling and a point 96 feet northerly therefrom to improve visibility at the intersection.



The proposed corner clearance would result in a loss of approximately four legal on-street parking spaces. However, all of the residential properties in the vicinity of the intersection have off-street parking available and it is apparent that virtually all of the on-street parking in this area is by employees and students of McMaster University. The resident at the north-east corner has advised that she concurs with the proposal to remove parking at the side of her home since she frequently encounters difficulties attempting to enter the street because of vehicles parked too close to her driveway. Therefore, the implementation of this corner clearance should not result in any parking problems for area residents, but will improve visibility at the intersection of Sterling and Dalewood.









FOR ACTION

23.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

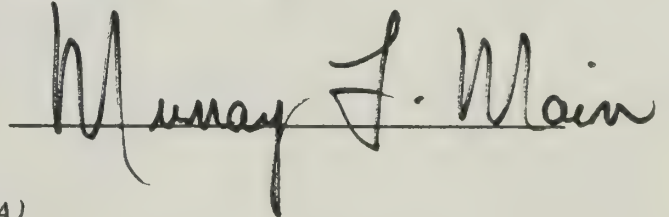
DATE: 1989 November 27  
COMM FILE:  
DEPT FILE: TEC-304-89

SUBJECT:

Provision of Additional Taxi Stands in the Central Business District.

RECOMMENDATIONS:

- (a) That a taxi stand be implemented on the north side of Rebecca Street commencing at a point 163 feet west of Catharine Street and extending to a point 42 feet westerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

In recent months, there has been increasing interest in increasing the effectiveness of the taxi industry in providing service to residents in the Region, by the issuance of additional taxi licences and by review of the fare structure. One of the concerns which has been discussed by the Taxi Sub-Committee, most recently under the Chairmanship of Councillor Don Drury, is the possibility of providing additional taxi stands in downtown Hamilton.

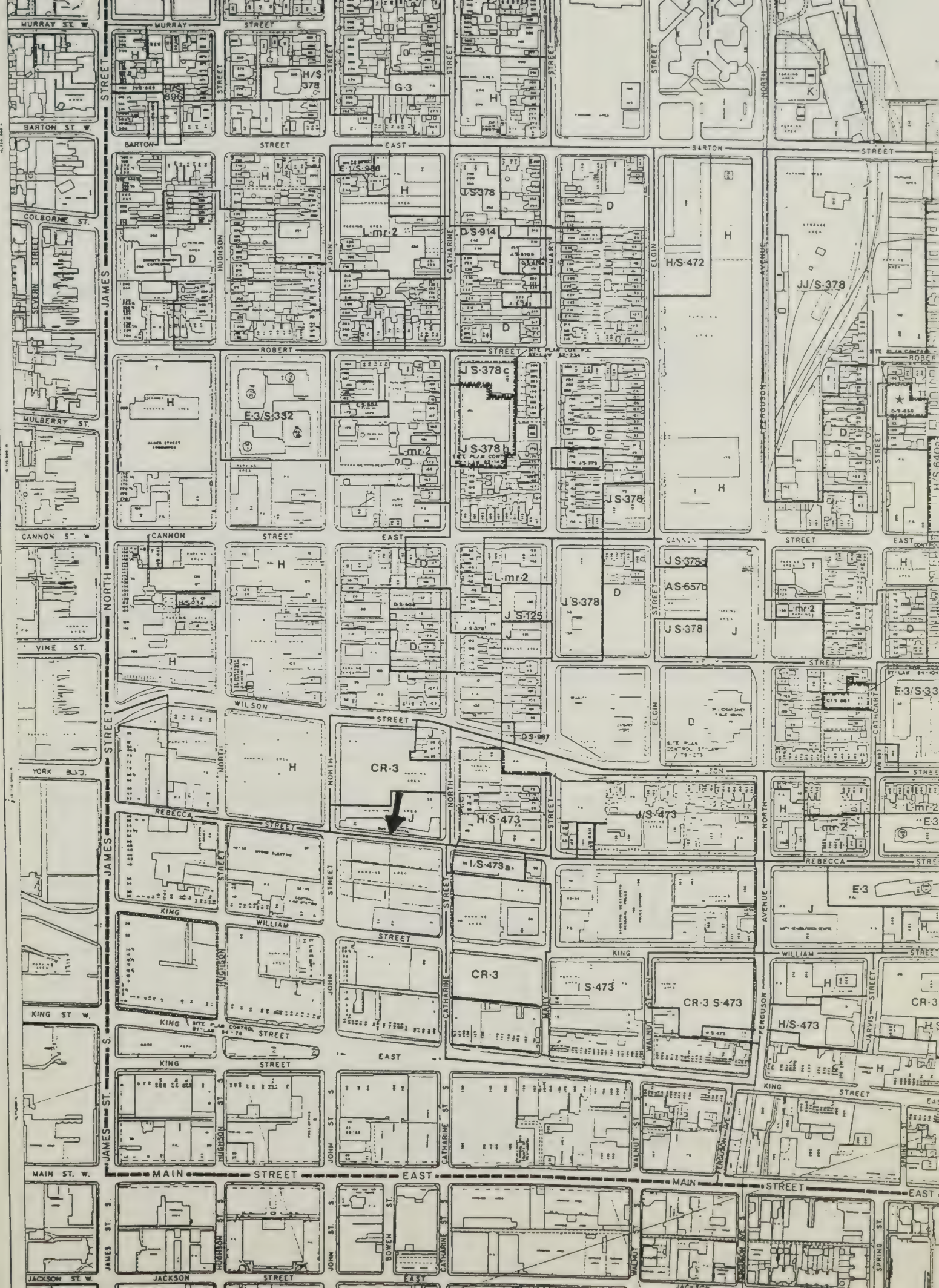
At the present time, while there are three taxi stands with a total of seven spaces for the "public" taxi operation, which presently has a total of only three cabs, there is only one single vehicle taxi space available to the more numerous "private" taxis. This space is front of the Sheraton Hotel on King Street West.

Insofar as the "public" taxi operation is concerned, it has been observed that the only spaces ever utilized by these taxis are the spaces in front of the Holiday Inn on King Street East. The other available spaces are virtually never used. Thus, a rationalization of this situation is in order. The following

recommendation is for a City street only, and a similar report is being prepared for the Regional Engineering Services Committee regarding Regional roads. Other areas on City streets are also under consideration, but these areas would fall under the jurisdiction of the Planning and Development Committee, since they are in the Gore Park area.

The area on the north side of Rebecca Street in front of the Hamilton Bus Terminal is presently occupied by parking meters. Taxis are frequently observed stopping at the metered parking spaces. Thus, it would appear to be reasonable to remove two of the parking meters and to install a taxi stand immediately in front of the doorway to the bus passenger loading area in order to provide a legal area for taxis to sit and solicit business.









FOR ACTION

24.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main  
Director of Traffic Services

DATE: 1989 November 30

COMM FILE:

DEPT FILE: AD-87-007

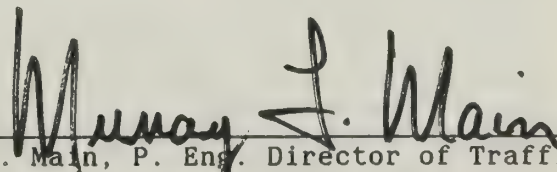
Mr. D. Vyce  
Director of Property

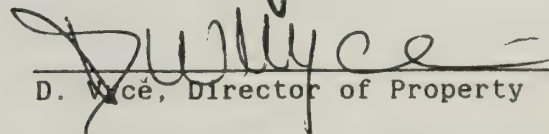
Mr. T. Bradley  
Manager of Purchasing

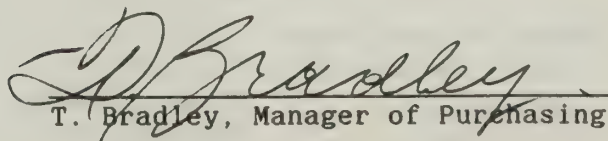
SUBJECT: New Traffic Operations Centre

RECOMMENDATION:

- (a) That approval be given to enter into contract with Trevor P. Garwood-Jones Architects Inc. as the Prime Consultant for the New Traffic Operations Centre. The contract amount will be \$455,000.00.
- (b) That a contract satisfactory to the City Solicitor be entered into between the City and Trevor P. Garwood-Jones Architects Inc.
- (c) That the Mayor and the City Clerk execute the contract on behalf of the City.

  
M. Main, P. Eng. Director of Traffic Services

  
D. Vyce, Director of Property

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS:

1. Total Fee Proposal (Includes, Fees Disbursements and Insurance)	\$437,000.00
2. Contingency	<u>\$ 18,000.00</u>
3. Total Contract Amount	<u>\$455,000.00</u>

NOTE: (1) Funds are available in Account CF 5401 758841001.

(2) Original Fee Proposal of \$425,000.00 revised by \$12,000. to \$437,000. which increases insurance coverage.

(3) \$18,000.00 Contingency added by City.

BACKGROUND:

1. Six "Consultant Proposals" were received by the Clerk's Department on Tuesday November 21, 1989. Their final submissions presented their team of sub-consultants, resumes of their personnel, design philosophy, record of recent commissions, etc., as well as the total cost of their services.
2. The Consultant Selection Committee of five members evaluated the firms, and selected Trevor Garwood-Jones Architects Inc. as presenting the most suitable consultant team.
3. The Selection Process started in September 1989 with a call for interested firms, continued with interviews, a question-answer period, and culminated with their Proposals on November 21, 1989.
4. The Criteria used by the Selection Committee to evaluate the firms were;
  - .1 Quality of Project
  - .2 Quality of Service
  - .3 Quality of Proposal Submission
  - .4 Knowledge of Local Conditions
  - .5 Recent Opportunities
  - .6 Past Performance
  - .7 Cost (Fees, etc.)
5. One of the criteria, i.e. Cost, was submitted by the firms on the "Fee Proposal" form contained in the City's Project Brief. The costs are as follows;

.1	Moffet and Duncan	\$621,000.00
.2	Trevor Garwood-Jones	\$425,000.00
.3	Svedas Koyanagi	\$410,280.00
.4	Cole Sherman	\$528,315.00
.5	Crang & Boake	\$507,500.00
.6	Moffat Kinoshita	\$526,867.00



BACKGROUND:.....Cont'd

6. The five members of the Consultant Selection Committee were:

- .1 Mr. Murray Main, P.Eng.
- .2 Mr. Hart Solomon, P.Eng.
- .3 Mr. Vladimir Matus, MRAIC.
- .4 Mr. Doug Onishi, P.Eng.
- .5 Mr. Robert Martiniuk, MRAIC.

The members were carefully chosen to represent traffic, engineering, architectural, city and regional aspects of the project.

7. The Prime Consultant's (Trevor Garwood-Jones) project team is as follows;

- .1 Structural, Mechanical, and Electrical Engineers  
C.C. Parker Consultants Ltd. Hamilton.
- .2 Landscape Architects  
Basciano O'Connor. Burlington.
- .3 Geotechnical Engineer  
Golder Associates Ltd. Hamilton.
- .4 Industrial Designer.  
McGregor Engineering Hamilton.
- .5 Interior Design.  
J. Timmis/Trevor Garwood-Jones. Hamilton
- .6 Graphics Design/Signage  
G. Sather/Trevor Garwood-Jones. Hamilton

8. The "Project Brief" prepared by the City of Hamilton outlines the project and is attached for reference.

attach.

c.c. Mr. Lou Sage, Chief Administrative Officer  
Mr. G. S. Spencer, Commissioner of Engineering  
Mr. E. Matthews, City Treasurer  
Mr. D. Onishi, Director of Engineering Services  
Mr. V. Matus, Manager Urban Design, Region  
Mr. R. Martiniuk, Manager, Architectural Division  
Mr. H. Solomon, Manager of Operations  
Mr. R. Chrystian, Manager Parks Division  
Mr. B. Loreto, Solicitor



FOR ACTION

25.

REPORT TO: MR. R.C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G.S. SPENCER  
COMMISSIONER OF ENGINEERING

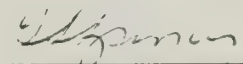
DATE: 9 November 1989  
COMM FILE: 3-11.2  
DEPT FILE: T103-40  
ID Jackie

SUBJECT

Supply and Installation of a Catch Basin in the Public Unassumed Alley to the Rear of 25 Mountain Avenue.  
Increase in Construction Cost.

RECOMMENDATIONS

- (a) That an additional amount of \$2,690 be approved for the construction of a catch basin in the unassumed alley to the rear of 25 Mountain Avenue.
- (b) That the cost be financed from Account CH 55318-52025 Catch Basin Construction.
- (c) That the firm of Cardeen Construction be engaged at a cost of \$17,000 to construct the catch basin.

  
\_\_\_\_\_  
G.S. Spencer  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

On July 25, 1989, Council in adopting Item 6 of the 12th Report of your Committee, approved the construction of the above-noted works.

Cardeen Construction was the lowest of three tenders received at that time. Before the work can commence, it is necessary to obtain an easement agreement with the owner of 25 Mountain Avenue to install the connection from the catch basin to the main sewer.

It was necessary to undertake a survey, prepare a survey plan, and draft an easement agreement. Due to the time constraints, it was not possible to complete the easement agreement prior to the expiration of the 90 day period for the tender.

Cont'd .....



-Page 2-  
November 9, 1989

Supply and Installation of a Catch Basin in the Public Unassumed Alley  
to the Rear of 25 Mountain Avenue.  
Increase in Construction Cost.

Cont'd .....

Cardeen Construction have advised that in order to complete the work an  
additional \$2,544.60 (total \$17,000) is required. With allowances for  
overhead, the additional amount required is \$2,690 (total \$18,190).  
There are sufficient funds available in the catch basin construction  
account. The Cardeen Construction quote is still lower than the other  
two original bidders (Delmar Contracting - \$19,085 and William Groves -  
\$23,461.49)

RPM:ja

*rdm*

cc: G. Jagger  
Regional Finance  
Account # 1-59016-931-9264944

cc: L. Lawrence  
City Solicitor's Department  
Your File: 1-12/89.1

cc: E.C. Matthews  
City Treasurer

26.

FOR ACTION

REPORT TO: MR. R.C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G.S. SPENCER  
COMMISSIONER OF ENGINEERING

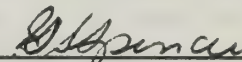
DATE: 27 November 1989  
COMM FILE: 3-11.2  
DEPT FILE: T103-14

SUBJECT

Renewal of Dofasco Ingot Truck Agreement

RECOMMENDATIONS

- (a) That the application of Dofasco Inc. to enter into an Ingot Coil Truck Agreement to cover the movement of overweight vehicles on various City streets be approved.
- (b) That the Mayor and City Clerk be authorized to execute this Agreement.
- (c) That consideration be given to including an amount of \$5,000 in the Current Budget for an annual inspection of the route by a qualified consulting engineering firm.

  
\_\_\_\_\_  
G.S. Spencer  
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

See above "Recommendations".

BACKGROUND

In 1968 Dofasco sought permission from the City to move ingots from one part of its steel works to another using heavy trucks which would run on certain City streets. Permission was granted to run on Beach Road and a portion of Kenilworth Avenue.

The ingot trucks would have destroyed the surface of streets built to ordinary standards, so the City agreed to rebuild Beach Road and Kenilworth Avenue and Dofasco agreed to pay part of the cost of construction (42%). Dofasco agreed to pay an annual fee for an overload permit for each truck.

The agreement has been amended from time to time to include additional vehicles, expand the route and include the Region as a party to the

Cont'd .....

-Page 2-  
November 27, 1989

## Renewal of Dofasco Ingot Truck Agreement

Cont'd .....

agreement. Also an agreement was entered into concerning the movement of coil trucks on certain streets.

The Ingot Truck Agreement was for a period of 20 years and expired on December 31, 1987. The Coil Truck Agreement expires on December 31, 1995.

Staff from this Department, along with City and Region Legal Departments have been negotiating with Dofasco Inc. to prepare a new agreement to replace the Ingot and Coil Truck Agreements.

The current agreement specifies a 33% contribution by Dofasco for maintenance and reconstruction of streets included in the route. Dofasco also pays an annual fee which is 56% of the annual fee set out in the Streets By-Law for overloaded trucks.

The proposed agreement eliminates the annual fee and increases the contribution by Dofasco for maintenance and reconstruction to 43%. This represents the difference in cost to construct a roadway to handle the heavy loads from the Region's accepted arterial roadway standard. To protect the City's, Region's and Dofasco's investment in the roadways along the route, we propose that a qualified independent consulting engineering firm be engaged annually to inspect the route and recommend maintenance and/or reconstruction strategies to extend the life of the pavements. Dofasco will share equally with the City and the Region for the cost of this work.

We recommend that the term of the Agreement be for a period of twenty (20) years from January 1, 1988 to December 31, 2007. The Region will also be a party to this agreement.

RPM:ja

*RPM*

cc: L. Farr, City Solicitor's Department  
Your File 1-1.358  
cc: D. Edwards  
Legal Services Department  
cc: E.A. Simpson  
City Clerk  
cc: E.C. Matthews  
City Treasurer



F O R   A C T I O N

27.

REPORT TO:      MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            G. S. SPENCER  
COMMISSIONER OF ENGINEERING

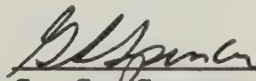
DATE: 1989 November 24  
COMM FILE:  
DEPT. FILE:    T103-04  
ID# darlene

SUBJECT

Public Walkway  
Upper James Street to Allison Crescent

RECOMMENDATION

- a)    That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and sale of the public walkway from Upper James Street to Allison Crescent, as described as Part 1 on Plan 62R-5020;
- b)    That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law;
- c)    That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owner for the sum of \$1.00;
- d)    That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing, pursuant to Section 48 of the Regional Act;
- e)    That the City accept from the owner of 1655 Upper James Street a deed to a 3m parcel of land adjacent to the south property limit, as described as Part 3 on Plan 62R-10569;
- f)    That upon the exchange of the lands indicated above, the City Solicitor be directed to prepare a by-law to lay out and establish a public walkway on Part 3 of Plan 62R-10569.

  
\_\_\_\_\_  
G. S. Spencer  
Commissioner of Engineering

Continued ...

-Page 2-  
1989 November 24

Public Walkway  
Upper James Street to Allison Crescent

Continued ...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

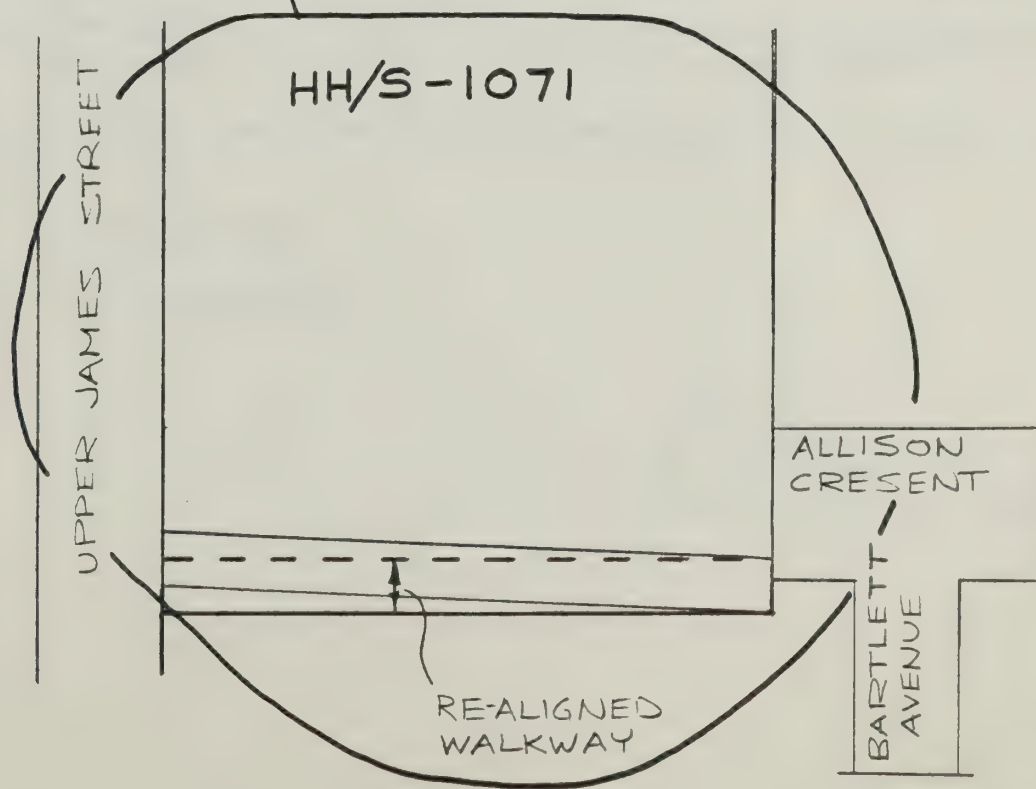
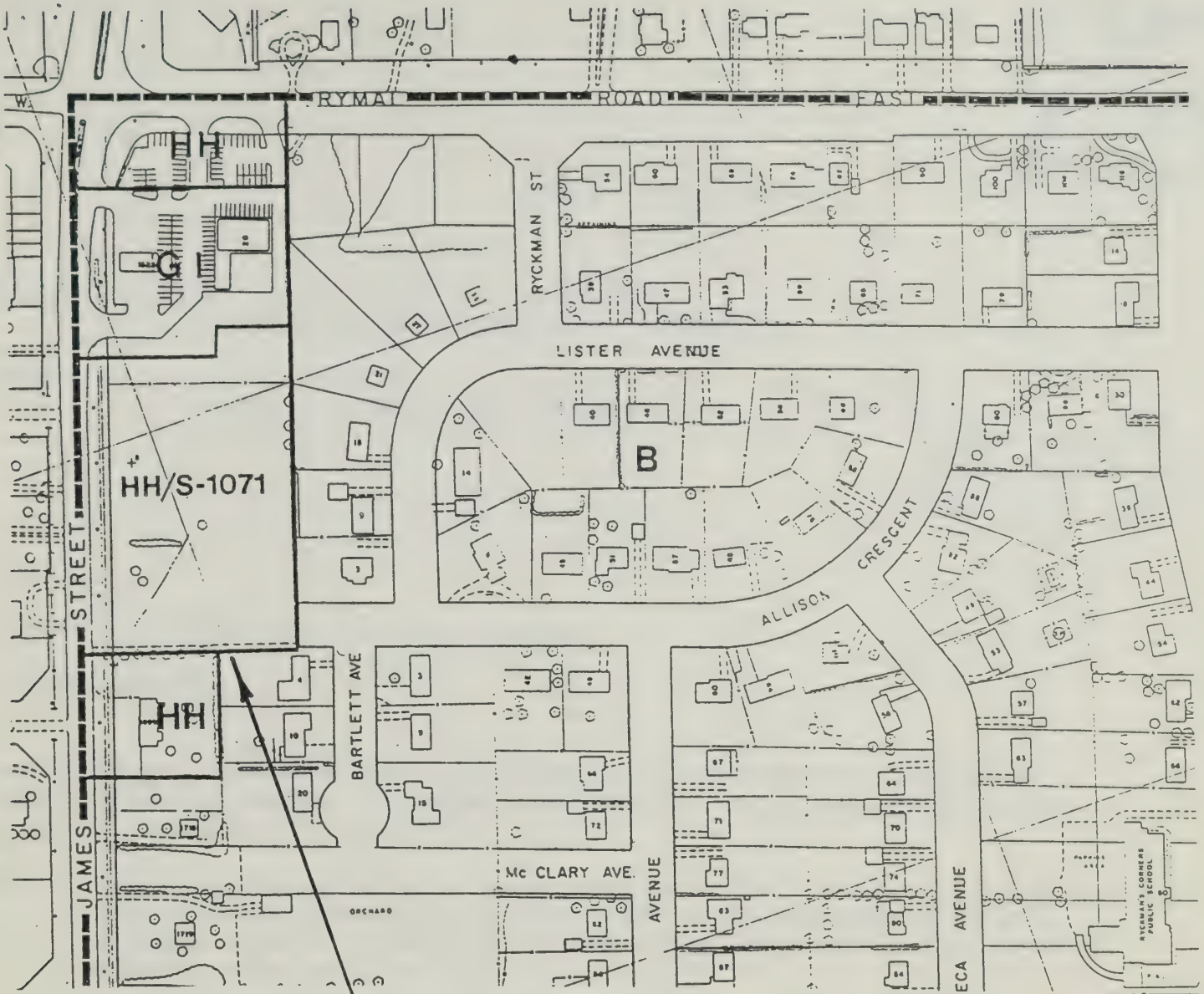
Chrysler Canada Ltd., the developer of the lands on the east side of Upper James Street, south of Rymal Road, has proposed to develop the vacant property with a car dealership. Just north of the southerly property limits, a public walkway, established by By-law 80-3 of the City, joins Upper James Street to the residential area to the east. As this walkway splits the vacant property, it is desirable to relocate the alley by approximately 1.5m (5 ft) to abut the south property limit. The approved site plan has made provision for this re-alignment.

As a condition of the site plan, the developer is required to re-construct the existing gravel walkway and install a chain link fence in its re-aligned position. The new walkway will be constructed prior to the removal of the existing walkway so as to maintain access.

To effect the relocation, it will be necessary for the City to close the existing public walkway, sell the land to the owner, receive title for the new walkway and establish it by By-law.

GA:dh

cc: Mr. P. Hooker, Acting City Solicitor  
Mr. D. Vyce, Director of Property  
Mr. E. A. Simpson, City Clerk







28.

F O R   A C T I O N

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           G. S. SPENCER,  
                  COMMISSIONER OF ENGINEERING

DATE: November 27,  
COMM FILE: 3-115  
DEPT FILE: T103-50  
ID# nancy

SUBJECT:

Inadvertent Encroachment Agreements

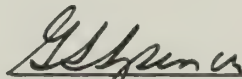
RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a)    That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b)    That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- c)    That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

FINANCIAL IMPLICATIONS

See above "Recommendation".

  
\_\_\_\_\_  
G. S. Spencer  
Commissioner of Engineering

Cont'd ...

-Page 2-

November 27, 1989

Cont'd ....

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachment in the past.

JKC:

c.c. S. Gabruss, City Solicitor's Dept.



SCHEDULE "A" SCHEDULE "A"

<u>Address/Location</u>	<u>Type of Encroachment</u>	<u>Owner</u>	<u>Solicitor/Agent Address</u>	<u>Fees 1st Year/Annual</u>	<u>File No.</u>
119 Ray Street South, Ray Street	Concrete Steps 6.0' X 4.0' Building 48.0' X 1.4' fire escape 10.0' X 3.0'	Linda Vilniskaitis - Sayle	Gary Sayle 44 Hiltz Drive Stoney Creek, Ontario L8N 3H6	\$131.00	T103-50(780)
21 Picton Street W., Picton Street	Porch and Steps 17.0' X 4.70'	Eusebio & Maria Matilde	Borkovich and Ingrassia Barristers and Solicitors 1 Main Street East Hamilton, Ontario. L8N 1E7	\$125.00 / \$20.00	T103-50(826)
15 Land Street	Wood Steps	Gary E. Hunt	Arnold S. Handelman Barrister and Solicitor 34 Village Centre Place Mississauga, Ontario. L4Z 1V9	\$125.00 / \$20.00	T103-50(831)
212 Ottawa Street S., Encroachment on Sherbrooke Street	Portion of a 2 1/2 storey brick building measuring 2.66' X 29.55' Attached alcove measuring 1.18' X 8.15' A wood deck measuring 0.67' X 12.6' Above ground pool measuring 1.45' X 6.05' A porch measuring 1.3' X 7.4'	Peter Bailey and Angie Lorraine Bailey	Winchie and Lennon Barristers and Solicitors 112 Hughson Street South Hamilton, Ontario L8N 2B2	\$125.00 / \$25.00	T103-50(795)
8 East 31st Street	Enclosed porch measuring 2.2' X 20.6'	Mr. and Mrs. Clancy Bromley	Hastings Charlebois, Felmate Barristers and Solicitors 3410 South Service Road Burlington, Ontario. L7N 3T2	\$125.00 / \$20.00	T103-50(832)



F O R   A C T I O N

29

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,  
COMMISSIONER OF ENGINEERING

DATE: 22 November 1989  
COMM FILE: 3-11-7  
DEPT FILE: T103-37  
ID#brenda

SUBJECT:

Banner Display Application  
December 4 1989 to December 11, 1989

RECOMMENDATION

That the action of the Commissioner of Engineering in authorizing CHML Radio Ltd. permission to display a promotional banner across Main Street West in front of City Hall, from Monday, December 4, 1989 to December 11, 1989, with the following message:

"Please Support the CHML Christmas Tree of Hope"

be approved.

G. S. Spencer  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the CHML Radio Ltd. requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because (CHML) has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:bm

c.c. H. Reinhold, Department of Public Works





FOR ACTION

30 (a)

REPORT TO: MRS. S. REEDER, SECRETARY  
PLANNING AND DEVELOPMENT COMMITTEE

FROM: G. S. SPENCER  
COMMISSIONER OF ENGINEERING

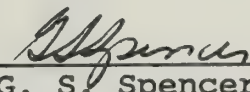
DATE: November 21, 1989  
COMM FILE:  
DEPT FILE: S711-12

SUBJECT

"KINGSBERRY GARDENS - PHASE 4", Hamilton  
(Cash payment in lieu of 5% Parkland Dedication)

RECOMMENDATION

That the City of Hamilton accept the sum of \$50,000.00 as cash payment in lieu of 5% parkland dedication in connection with "Kingsberry Gardens - Phase 4", Hamilton, this being the cash requirement under Section 50 of the Planning Act.

  
\_\_\_\_\_  
G. S. Spencer  
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

BACKGROUND

The owner of the lands for the above referenced subdivision will be executing a Subdivision Agreement with the City of Hamilton in the near future. A copy of the Final Plan is attached for your information.

In accordance with normal City procedures, staff have completed calculations for the 5% cash payment in lieu of Parkland Dedication.

The sum to be included in the Subdivision Agreement has been calculated to be \$50,000.00.

Note: These lands are located north of Limeridge Road and west of Upper Kenilworth Avenue in the Lisgar Neighbourhood, Hamilton.

DVC:klv

cc: D. Consoli, City Treasury Department  
cc: L. Farr, City Solicitor's Department





# SCHEDULE "A"

**Notes:** DISTANCES SHOWN ON THIS PLAN ARE IN METERS AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

## Legend:

- DENOTES A SURVEY INSTRUMENT PLANTED
- DENOTES A SURVEY INSTRUMENT FOUND
- ON B DENOTES A THRESHOLD MARK (NOT ON B DENOTES AN IRON BAR)

BOUNDARY BETWEEN PHASE 1 AND PHASE 2 HAS BEEN REFERRED TO THE NEAREST LINE OF LOCHEED DRIVE. 12.50 METERS TO PLAN 62M-101 HAS A COURSE OF N 75° 45' E

APPROVED UNDER SECTION 10 OF THE PLANNING ACT BY THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HAMILTON ON THE 14TH DAY OF OCTOBER 1989

REGIONAL CHAIRMAN  
Authorized by By-Law N° 85 014

## PLAN 62M-

I CERTIFY THAT THIS PLAN 62M-101 IS REGISTERED IN THE LAND REGISTRY OFFICE AND THE LAND TITLES DIVISION OF WESTNORTH AT 10 O'CLOCK ON THE 14TH DAY OF OCTOBER 1989 AND ENTERED IN THE REGISTER FOR PARCEL PLAN-1 SECTION 62M-101. MUTUAL CONSENTS AND AFFIDAVITS ARE REQUIRED AS PLAN 62M-101 LT

LAND REGISTRY

THIS PLAN COMPREHENDS PART OF PARCEL J-3 SECTION 62M-101



PLAN OF:

## Kingsberry Gardens-Phase 4

PART OF LOT 3- CONCESSION 6  
GEOGRAPHIC TOWNSHIP OF BARTON

CITY OF HAMILTON  
REGIONAL MUNICIPALITY OF HAMILTON- WESTNORTH

SCALE 1:750

A. J. Clarke O.L.S. 1989

## Owner's Certificate:

THIS IS TO CERTIFY THAT:

- LOTS 1 TO 10 (BOTH INCLUSIVE) THE STREETS KNIGHTS COURT, PALACE BOULEVARD, EMBASSY DRIVE, LOCHEED DRIVE, AND CASTLE STREET, AND THE 0.50 HECTARE RESERVE, BLOCKS 31 AND 32, HAVE BEEN LAYED OUT IN ACCORDANCE WITH MY INSTRUCTIONS.
- THE SAID STREETS ARE HEREBY DEDICATED AS PUBLIC HIGHWAYS TO THE CORPORACTIONS OF THE CITY OF HAMILTON.

DATED THE 2ND DAY OF OCTOBER, 1989

A. J. Clarke O.L.S. 1989  
Regional Chairman  
(I take the authority to bind the Corporation)

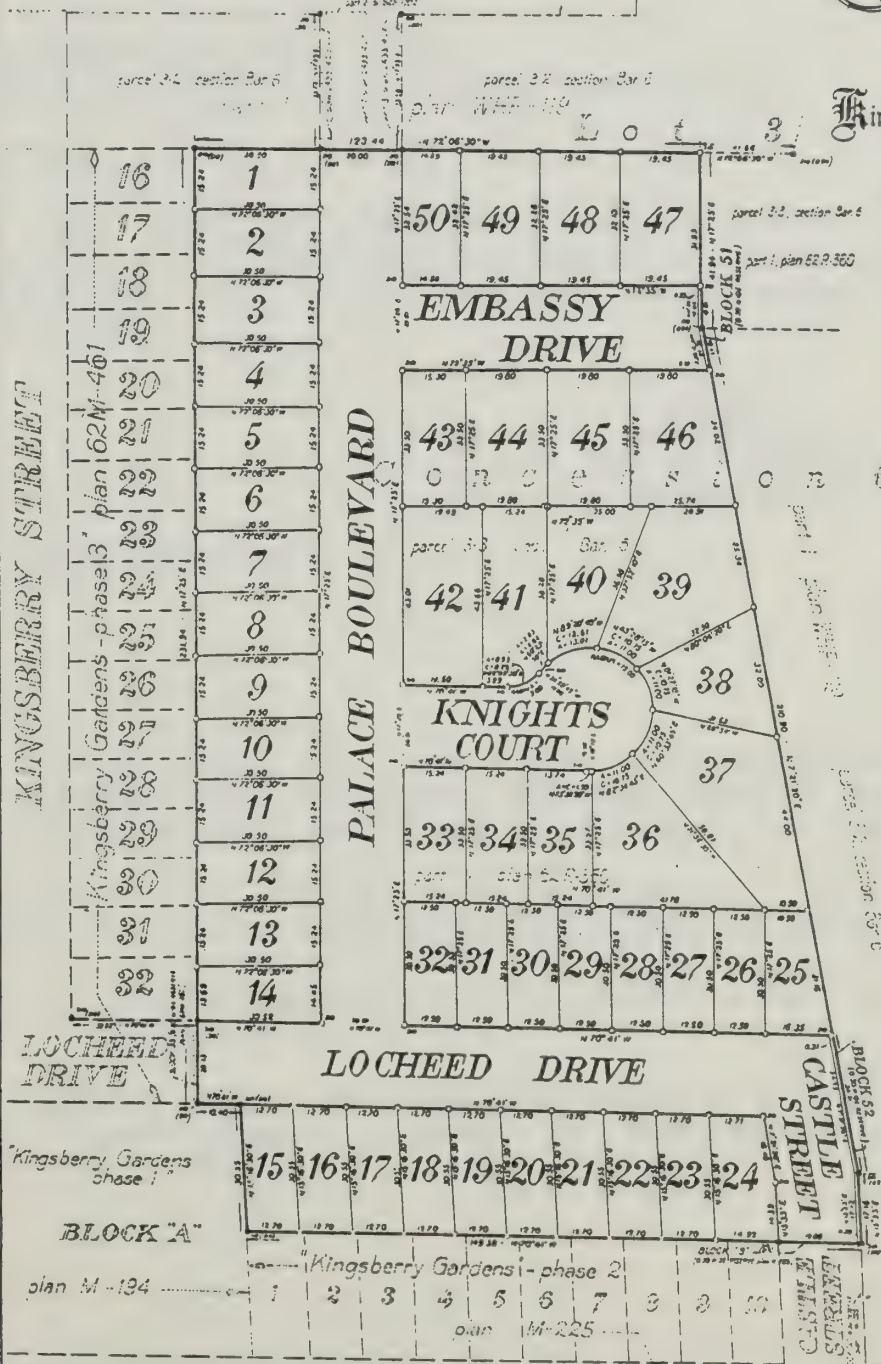
## Surveyor's Certificate:

I HEREBY CERTIFY THAT:

- THIS SURVEY WAS MADE AND CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER.
- THE SURVEY WAS COMPLETED ON THE 14TH DAY OF OCTOBER 1989.

APPROVED BY: 1989

A. J. Clarke  
Regional Chairman



LIMERIDGE ROAD EAST

ROAD ALLOWANCE BETWEEN CONCESSIONS 5 AND 7



A. J. Clarke and Associates Ltd.  
Geomatics and Surveying Engineering Limited



FOR ACTION

30(b)

REPORT TO: MRS. S. REEDER, SECRETARY  
PLANNING AND DEVELOPMENT COMMITTEE

FROM: G. S. SPENCER  
COMMISSIONER OF ENGINEERING

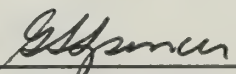
DATE: November 21, 1989  
COMM FILE:  
DEPT FILE: S703-60

SUBJECT

"CANTELMi COURT", Hamilton  
(Cash payment in lieu of 5% Parkland Dedication)

RECOMMENDATION

That the City of Hamilton accept the sum of \$9,625.00 as cash payment in lieu of 5% parkland dedication in connection with "Cantelmi Court", Hamilton, this being the cash requirement under Section 50 of the Planning Act.

  
\_\_\_\_\_  
G. S. Spencer  
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

BACKGROUND

The owner of the lands for the above referenced subdivision will be executing a Subdivision Agreement with the City of Hamilton in the near future. A copy of the Final Plan is attached for your information.

In accordance with normal City procedures, staff have completed calculations for the 5% cash payment in lieu of Parkland Dedication.

The sum to be included in the Subdivision Agreement has been calculated to be \$9,625.00.

Note: These lands are located north of Rymal Road and west of Upper Ottawa Street in the Templemead Neighbourhood, Hamilton.

 DVC:klv

cc: D. Consoli, City Treasury Department  
cc: L. Farr, City Solicitor's Department





**PLAN 62M-**

I CERTIFY THAT THIS PLAN  
WAS PREPARED BY ME OR UNDER MY  
SUPERVISION AND THAT I AM A  
LICENSED SURVEYOR OF THE  
PROVINCE OF ONTARIO AND  
THAT THE INFORMATION CONTAINED  
HEREIN IS TRUE AND CORRECT  
TO THE BEST OF MY KNOWLEDGE  
AND BELIEF.

LAND REGISTRATION ACT  
SECTION 27(1) - REGISTRATION OF  
INSTRUMENTS

**PLAN OF  
Cantelmi Court**

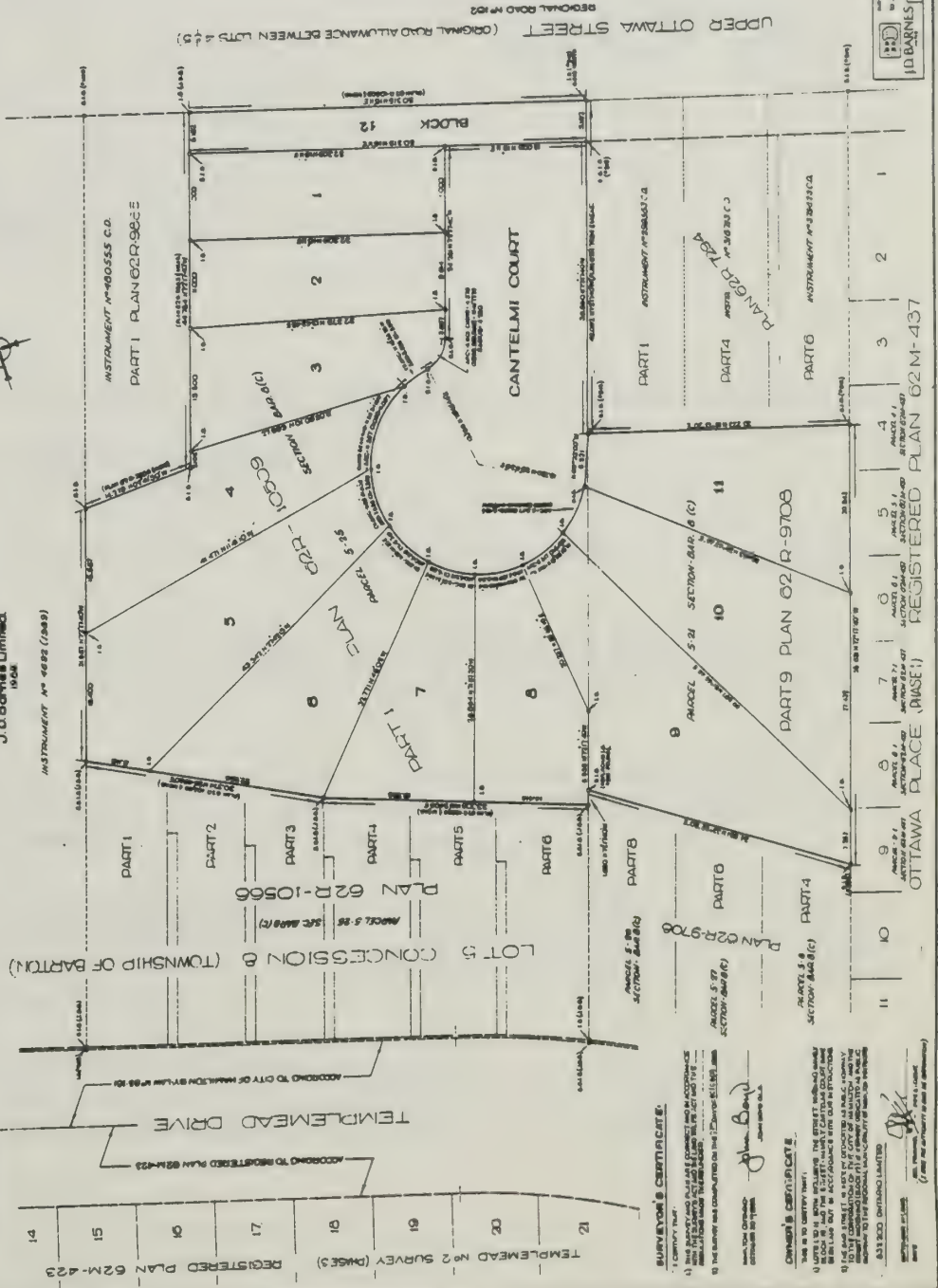
BEING A SUBDIVISION OF  
PART OF LOT 5 - CONCESSION 6  
CITY OF HAMILTON  
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE 1" = 150'  
J. O. Barnes Limited  
1968

INSTRUMENT NO. 4682 (1968)

**LEGEND:**

1. LOT 5 - CONCESSION 6 (TOWNSHIP OF BARTON)  
2. LOT 12 - CONCESSION 6 (TOWNSHIP OF BARTON)  
3. LOT 13 - CONCESSION 6 (TOWNSHIP OF BARTON)  
4. LOT 14 - CONCESSION 6 (TOWNSHIP OF BARTON)  
5. LOT 15 - CONCESSION 6 (TOWNSHIP OF BARTON)  
6. LOT 16 - CONCESSION 6 (TOWNSHIP OF BARTON)  
7. LOT 17 - CONCESSION 6 (TOWNSHIP OF BARTON)  
8. LOT 18 - CONCESSION 6 (TOWNSHIP OF BARTON)  
9. LOT 19 - CONCESSION 6 (TOWNSHIP OF BARTON)  
10. LOT 20 - CONCESSION 6 (TOWNSHIP OF BARTON)  
11. LOT 21 - CONCESSION 6 (TOWNSHIP OF BARTON)  
12. LOT 22 - CONCESSION 6 (TOWNSHIP OF BARTON)



**SURVEYOR'S CERTIFICATE:**

I, the undersigned, being a duly qualified and licensed Surveyor of the Province of Ontario, do hereby certify that the foregoing is a true and correct copy of the original plan as filed in my office, and that the same has been examined and found to conform with the requirements of the Land Registration Act, R.S.O. 1960, c. 161, and the Regulations thereunder.

**CHARTERED SURVEYOR:**

J. O. Barnes Limited

**J. O. BARNES**

CHARTERED SURVEYOR

100 BAYVIEW AVE. #100  
SCARBOROUGH, ONT. M1S 5B5





31.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER  
COMMISSIONER OF ENGINEERING

DATE: November 23, 1989  
COMM FILE: 3-11.4  
DEPT FILE: S701-59  
S715-26

SUBJECT

1989 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

RECOMMENDATIONS

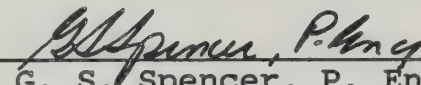
- (a) That the submitted schedules for the estimated cost of services in:  
ANCHOR ROAD INDUSTRIAL PARK,  
OAKDALE ESTATES - PHASE 6,  
  
be adopted for inclusion in the respective Subdivision Agreements with the owners.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.
- (c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-servicing.
- (e) That the City's share of the cost of services for these developments (\$ 53,949.34) be approved, and that the Co-ordinating Committee recommend the source of funding for these projects.

cont'd .....

November 24, 1989

1989 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

- (f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate Block "80", Plan 62M-628, into the Republic Avenue road allowance following the registration of the Plan for "Oakdale Estates - Phase 6. (Note: Block 80, Plan 62M-628 is a 0.3 metre reserve owned by the City.)

  
G. S. Spencer, P. Eng.  
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

Under present policies, the City of Hamilton shares the cost of installing services within subdivisions. Expenditures are incurred due to costs associated with 0.3 metre reserves and/or oversized services. In the case where 0.3 metre reserve expenditures and oversizing expenditures do not exist, the Subdivider is solely responsible for all costs within the development.

Any cost sharing for the developments being approved (as shown on Schedule "A" attached) is in accordance with standard City of Hamilton policies. The total estimated cost of the City's share of services to be approved at this time is \$ 53,949.34

A portion of the City share (\$45,432.00 - Anchor Road Industrial Park) is associated with services to be installed adjacent to a proposed City open space and parkland area and is not recoverable. The remaining portion of the City share (\$8,517.34 - Oakdale Estates - Phase 6) is associated with services being installed adjacent to 0.3 metre reserves and will be fully recoverable in the future.

The total estimated Subdivider's share of the cost of all services being installed for the subdivisions noted on Schedule "A" is \$309,865.53.

BACKGROUND

The proposed subdivisions which are to have servicing approved under this report are:

cont'd ....

November 24, 1989

1989 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

- ANCHOR ROAD INDUSTRIAL PARK (North Hannon neighbourhood)
- OAKDALE ESTATES - PHASE 6 (Barnstown neighbourhood)

City Council has recommended that Subdivision Agreements be entered into between the City and the respective owners of the lands to be subdivided for those developments noted on Schedule "A" (attached).

Copies of the Engineer's estimates for the cost of services and copies of the Final Survey Plans, as prepared by the respective Consultants and Surveyors have been submitted to Regional Engineering for approval.

Development of these lands will provide for the servicing of the following:

18 lots for Industrial use and one block for 6 future industrial lots,  
6 lots for Residential use and 4 future residential lots.

For the Committee's information, we provide the follow information:

ANCHOR ROAD INDUSTRIAL PARK:

This is a proposed industrial park. The owner is only installing preliminary roads. Final Roads will be installed by the City in accordance with the Local Improvement Act and no sidewalks are to be installed. This is pursuant to present policies for industrial subdivisions. Block "19" is to be purchased by the City for Open Space and Parkland purposes.

OAKDALE ESTATES - PHASE 6:

This is a proposed residential subdivision. Sidewalks will not be installed on Bordeaux Court in accordance with City policy. A 0.3 metre reserve along the westerly limit of this plan is to be incorporated into the Republic Drive road allowance in conjunction with the registration of this plan.

DVC:

cc: J. Schatz, Secretary, Co-ordinating Committee  
cc: E. C. Matthews, City Treasury Department  
cc: R. Douglas, Regional Surveyor's Office  
cc: L. Farr, City Solicitor's Office



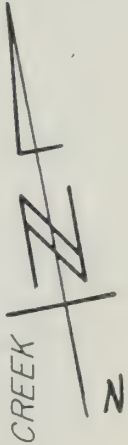
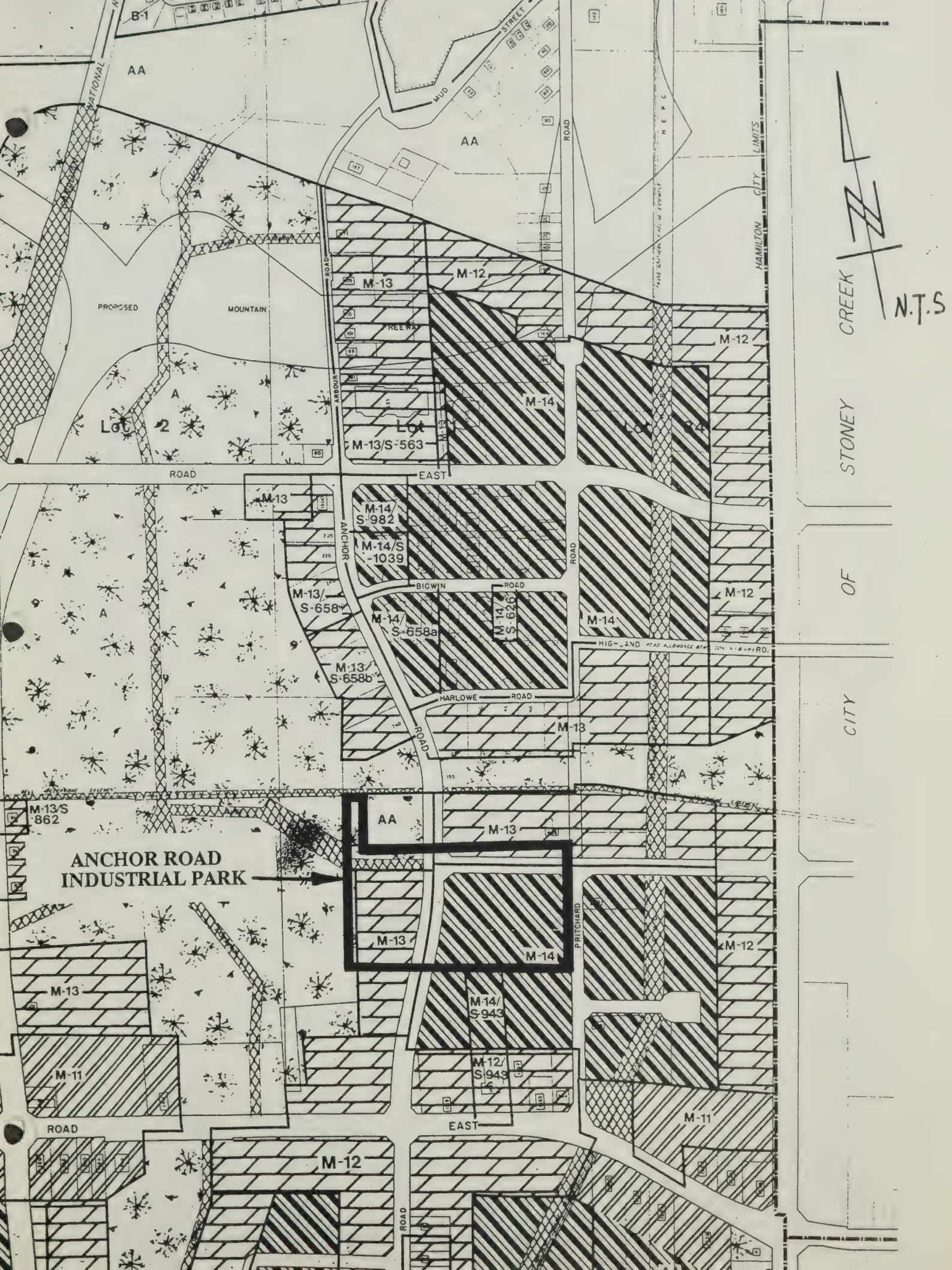
# 1989 SUBDIVISION EXPENDITURE SUMMARY

## CITY'S SHARE OF EXPENDITURES

Name of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SERVISING SHARE	TOTAL COSTS
ANCHOR ROAD INDUSTRIAL PARK 456941 ONTARIO LTD. A.J. Clarke & Associates A.J. Clarke & Associates	18 Lots Hamilton	89-02-14 P&D 5-89 Item 23(b)	Preliminary Roads Catch Basins & Connections Dead End Barricades Fencing Sewers Watermains Street Lighting Street Seeding	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$8,125.00 \$3,938.00 \$1,125.00 \$6,753.00 \$21,537.00 \$1,532.00 \$750.00 \$1,672.00	\$45,432.00	\$270,894.31	\$316,326.31
Note: No Sidewalks to be installed in this subdivision								
OAKDALE ESTATES-PHASE 6 428680 ONTARIO LIMITED Urbex Management Limited J. David Peters	6 Lots Hamilton	88-06-28 P&D 15-88 Item 24(a)	Catch Basins & Connections Curbs & Sidewalks Finished Roads Street Lighting	\$579.69 \$1,384.25 \$5,853.40 \$700.00	\$0.00 \$0.00 \$0.00 \$0.00	\$8,517.34	\$38,971.22	\$47,488.56
Note: No Sidewalks required on Bordeaux Court								
TOTALS:				\$8,517.34	\$45,432.00	\$53,949.34	\$309,865.53	\$363,814.87

\* OVERSIZING EXPENDITURES are Non-Recoverable  
\* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

SCHEDULE "A"



N.T.S

CREEK

STONE

OF

CITY

ANCHOR ROAD INDUSTRIAL PARK







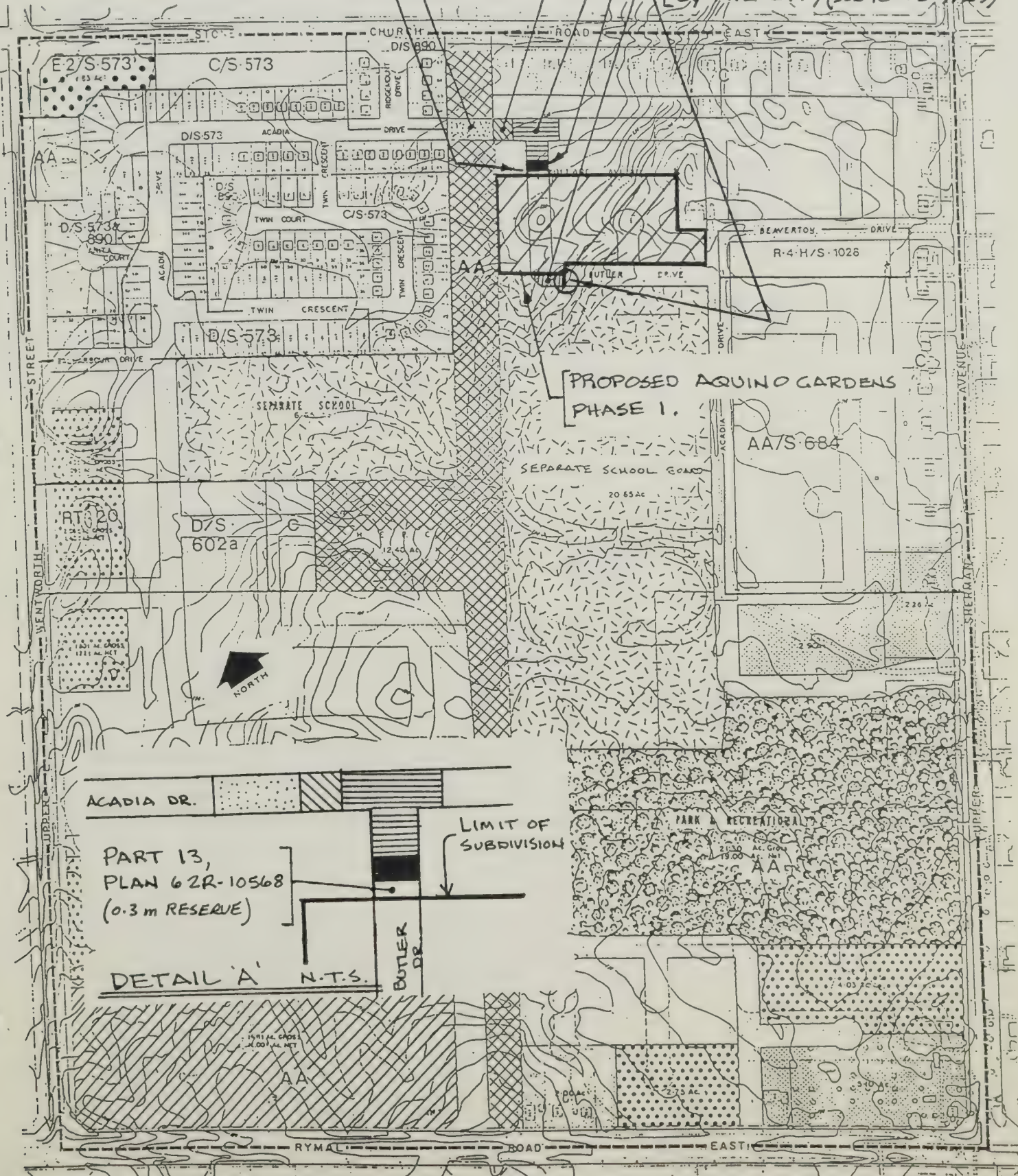
N.T.S.

[PARTS 2-9 (inclusive)  
PLAN 62R-10529

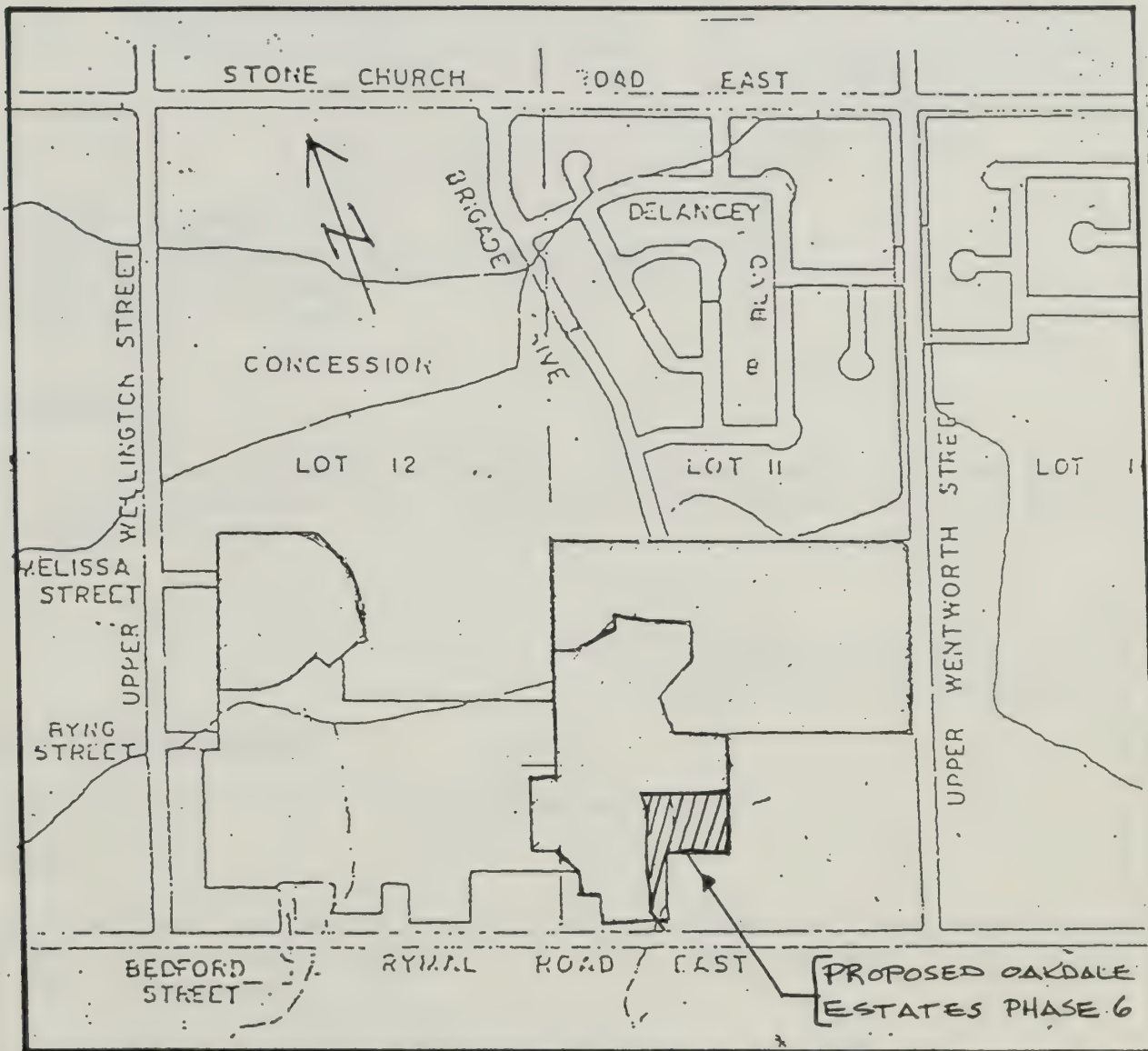
-PART 9, PLAN 62R-10568

-PART 1, PLAN Y-21431

0.3M RESERVE LANDS OWNED BY THE CITY (SEE PLAN S-7129)







KEY PLAN N.T.S.





32.

FOR ACTION

REPORT TO: MR. R.C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G.S. SPENCER  
COMMISSIONER OF ENGINEERING

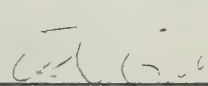
DATE: 21 November 1989  
COMM FILE: 3-15.2  
DEPT FILE: T104-90  
ID Jackie

SUBJECT

Engineering Department  
Roads, Curbs, Sidewalks, Local Improvements,  
and Other Capital Works  
1990-1994 Capital Budget

RECOMMENDATION

That the attached Capital Projects be approved and forwarded to the Co-ordinating Committee for consideration to include them in the 1990-1994 Capital Budget.

  
\_\_\_\_\_  
G.S. Spencer, P. Eng.  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See attached Individual Capital Submission Forms

BACKGROUND

The attached Submissions Forms outline the proposed 1990-1994 Capital Budget for roads, curbs, sidewalks, local improvements, bridges and storm water management.

The forms have been sent to the Co-ordinating Committee for their information.

TS:ja  
Attach.

cc: Mr. E.C. Matthews, City Treasury  
Att: Brian Hotrum  
cc: J. Schatz, Secretary, Co-ordinating Committee

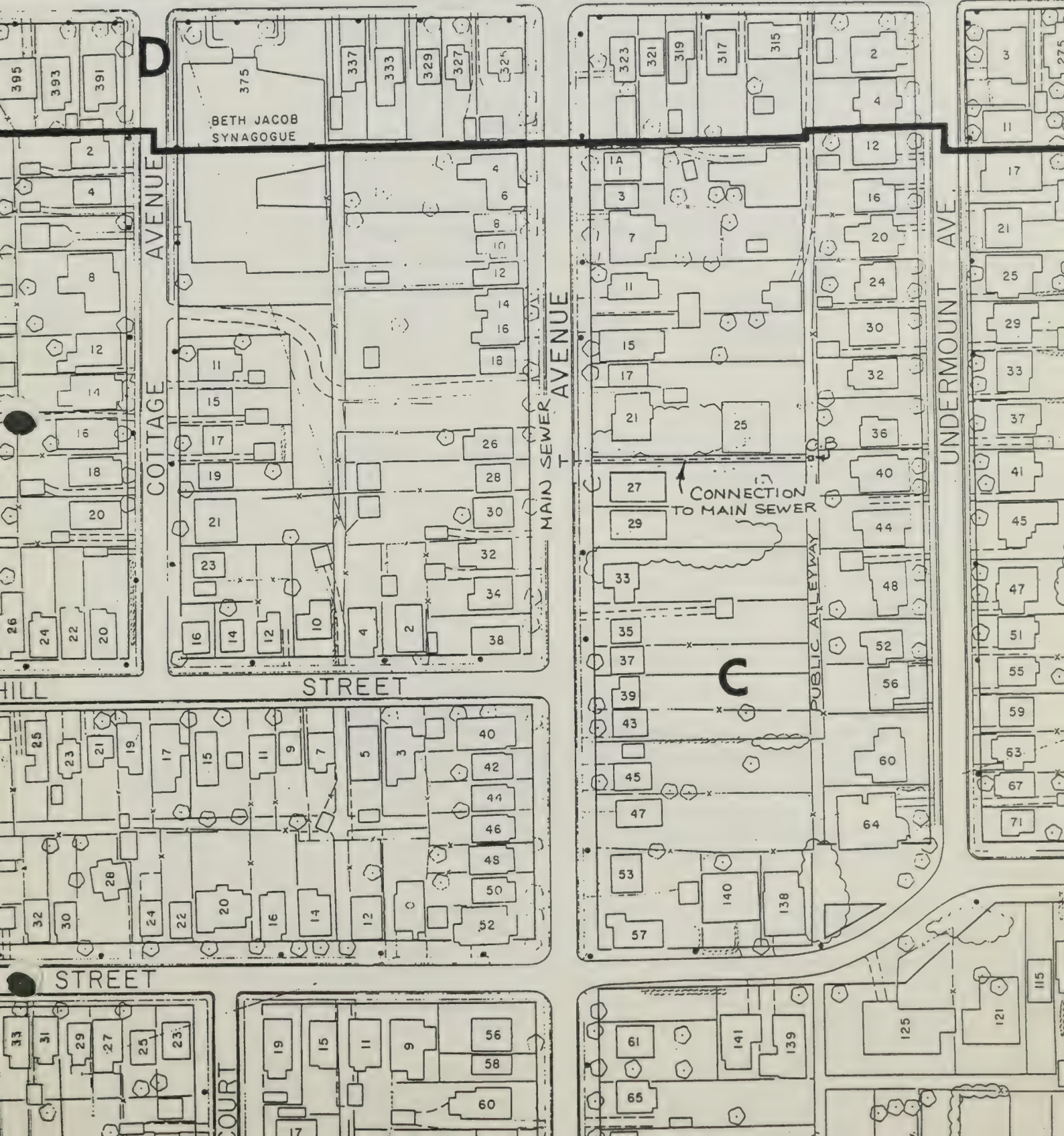






ABERDEEN

LOCKE ST. S.





City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: \_\_\_\_\_  
(b) PROJECT NAME: 1991-1994 Reconstruction Program
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Reconstruction of roads, curbs, sidewalks, and  
alleys at various locations due to their  
deteriorated condition.
4. (a) PROJECT STARTING DATE: 1991  
(b) PROJECT FINISHING DATE: 1994  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 42,930,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ 16,095,000  
(c) NET CITY'S COST: \$ 26,835,000
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ 5,875,000 80  
- 1991 \$ 6,290,000 80  
- 1992 \$ 7,090,000 80  
- 1993 \$ 7,580,000 80  
- 1994 \$ \_\_\_\_\_  
- 1995 & after \$ \_\_\_\_\_
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 320
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Backlog of deficient roads, sidewalks and alleys will increase to a  
point where a substantial number of these facilities will be in a  
hazardous state. Maintenance demand will increase substantially.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☐ YES ☒ - AT CITY'S COST OF \$ 19,618,000  
1991-1993 - SCHEDULED TO START IN THE YEAR 1991

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 040-31001
- (b) PROJECT NAME: 1991-1994 Catch Basin and Drain Connection
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Construction of catch basins and connecting drains in conjunction  
with sewer works proposed by the Region under the Local  
Improvement Act.
4. (a) PROJECT STARTING DATE: 1991
- (b) PROJECT FINISHING DATE: 1994
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991-1994
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 705,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ -
- (c) NET CITY'S COST: \$ 705,000
6. (a) YEAR OF EXPENDITURE - 1990 \$ 160,000 NO. OF PERSON YEARS CREATED 4
- 1991 \$ 170,000 4
- 1992 \$ 180,000 4
- 1993 \$ 195,000 4
- 1994 \$ 195,000 4
- 1995 & after \$ 16
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 16
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Delay in reducing local flooding during heavy rainstorms
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☒ YES ☐ - AT CITY'S COST OF \$
- SCHEDULED TO START IN THE YEAR

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 040-31002
- (b) PROJECT NAME: 1991-1994 City's Share of Services Through Undivided Lands
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

Financing of the City's share for municipal services within residential subdivision developments.

4. (a) PROJECT STARTING DATE: 1991
- (b) PROJECT FINISHING DATE: 1994
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991
5. (a) GROSS COST OF PROJECT
- IN YEAR-OF-START DOLLARS: \$ 7,126,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ -
- (c) NET CITY'S COST: \$ 7,126,000

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE
- |                |    |                  |           |
|----------------|----|------------------|-----------|
| - 1990         | \$ | <u>1,605,000</u> | <u>21</u> |
| - 1991         | \$ | <u>1,717,000</u> | <u>21</u> |
| - 1992         | \$ | <u>1,838,000</u> | <u>21</u> |
| - 1993         | \$ | <u>1,966,000</u> | <u>21</u> |
| - 1994         | \$ | <u>-</u>         | <u>-</u>  |
| - 1995 & after | \$ | <u>-</u>         | <u>-</u>  |
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 84

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Slow down in subdivision development would occur in the short run.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☐ YES ☒ - AT CITY'S COST OF \$ 8,000,000
- SCHEDULED TO START IN THE YEAR 1989

Signature of Department Head/Local Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

- Signature of C.A.O.  
(for Executive Committee)

Date \_\_\_\_\_



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 040-30000
- (b) PROJECT NAME: 1990 Reconstruction Program
3. DETAILED DESCRIPTION. STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Reconstruction of roads, curbs, sidewalks and alleys at various  
locations due to their deteriorated condition
4. (a) PROJECT STARTING DATE: 1990
- (b) PROJECT FINISHING DATE: 1991
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1990
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 8,800,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ 3,300,000
- (c) NET CITY'S COST: \$ 5,500,000
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ 5,500,000 78
- 1991 \$
- 1992 \$
- 1993 \$
- 1994 \$
- 1995 & after \$
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 78
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Backlog of deficient roads, sidewalks and alleys will increase to a  
point where a substantial number of these facilities will be in a  
hazardous state. Maintenance demand will increase substantially.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☐ YES ☒ - AT CITY'S COST OF \$ 5,703,000
- SCHEDULED TO START IN THE YEAR 1990

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 040-30001
- (b) PROJECT NAME: 1990 - City's Share of Services through Unsubdivided Lands
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

Financing of the City's Share for Municipal services within  
residential subdivision developments

4. (a) PROJECT STARTING DATE: 1990
- (b) PROJECT FINISHING DATE: 1990
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1990
5. (a) GROSS COST OF PROJECT
- IN YEAR-OF-START DOLLARS: \$ 1,500,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ -
- (c) NET CITY'S COST: \$ 1,500,000

NO. OF PERSON  
YEARS CREATED

- |   |                |                      |                   |
|---|----------------|----------------------|-------------------|
| 6. (a) YEAR OF EXPENDITURE                | - 1990         | \$ <u>1,500,000</u>  | <u>21</u>         |
|   | - 1991         | \$ <u>          </u> | <u>          </u> |
|   | - 1992         | \$ <u>          </u> | <u>          </u> |
|   | - 1993         | \$ <u>          </u> | <u>          </u> |
|   | - 1994         | \$ <u>          </u> | <u>          </u> |
|   | - 1995 & after | \$ <u>          </u> | <u>          </u> |
| (b) TOTAL NUMBER OF PERSON YEARS CREATED: |                |                      | <u>21</u>         |

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
- Slow down in subdivision development would occur in the  
short run

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☐ YES ☒ - AT CITY'S COST OF \$ 2,000,000
- SCHEDULED TO START IN THE YEAR 1990

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 040-30001
- (b) PROJECT NAME: Catch Basin and Drain Connection
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Construction of catch basins and connecting drains in conjunction  
with sewer works proposed by the Region under the Local  
Improvement Act
4. (a) PROJECT STARTING DATE: 1990
- (b) PROJECT FINISHING DATE: 1990
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1990
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 150,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ -
- (c) NET CITY'S COST: \$ 150,000
- NO. OF PERSON  
YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1990 \$ 150,000 4
- 1991 \$
- 1992 \$
- 1993 \$
- 1994 \$
- 1995 & after \$
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 4
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Flooding during heavy rainstorms
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☐ YES ☒ - AT CITY'S COST OF \$ 140,000
- SCHEDULED TO START IN THE YEAR 1989

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 040-30003
- (b) PROJECT NAME: Storm Management Projects
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Construction of a stormwater control dam south of Scenic Drive, west  
of Chateau Court to control the flow of Chedoke Creek and reduce the  
potential for flooding of Highway 403 and erosion of the face of the  
Niagara Escarpment, subject to location and detail design, with public  
involvement process.
4. (a) PROJECT STARTING DATE: 1990
- (b) PROJECT FINISHING DATE: 1991
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1990
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 120,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ -
- (c) NET CITY'S COST: \$ 120,000
6. (a) YEAR OF EXPENDITURE - 1990 \$ 120,000 NO. OF PERSON YEARS CREATED 2
- 1991 \$ -
- 1992 \$ -
- 1993 \$ -
- 1994 \$ -
- 1995 & after \$ -
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 2
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Increased flooding potential and accelerated erosion of the  
escarpment face
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☒ YES ☐ - AT CITY'S COST OF \$ -
- SCHEDULED TO START IN THE YEAR -

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date

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City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 044-31000
- (b) PROJECT NAME: 1991-1994 Program - City's Share of Municipal Services for Industrial Subdivisions
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

Summary of City's share of locals for private industrial subdivisions

4. (a) PROJECT STARTING DATE: 1991
- (b) PROJECT FINISHING DATE: 1992
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991
5. (a) GROSS COST OF PROJECT
- IN YEAR-OF-START DOLLARS: \$ 430,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ -
- (c) NET CITY'S COST: \$ 430,000

NO. OF PERSON  
YEARS CREATED

- |        |                                       |                |    |                   |                   |
|--------|---------------------------------------|----------------|----|-------------------|-------------------|
| 6. (a) | YEAR OF EXPENDITURE                   | - 1990         | \$ | <u>          </u> | <u>          </u> |
|        |                                       | - 1991         | \$ | <u>          </u> | <u>          </u> |
|        |                                       | - 1992         | \$ | <u>210,000</u>    | <u>3</u>          |
|        |                                       | - 1993         | \$ | <u>220,000</u>    | <u>3</u>          |
|        |                                       | - 1994         | \$ | <u>          </u> | <u>          </u> |
|        |                                       | - 1995 & after | \$ | <u>          </u> | <u>          </u> |
| (b)    | TOTAL NUMBER OF PERSON YEARS CREATED: |                |    |                   | <u>6</u>          |

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Delay in creating and marketing industrial lots

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

NO ☒ YES ☐ - AT CITY'S COST OF \$           

- SCHEDULED TO START IN THE YEAR           

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date



City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering  
2. (a) PROJECT NUMBER: 041-31001  
(b) PROJECT NAME: 1991-1994 Program - City's Share of Services for Residential Locals  
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

Summary of City's share of locals for 1991-1994  
residential subdivisions

4. (a) PROJECT STARTING DATE: 1991  
(b) PROJECT FINISHING DATE: 1994  
(c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991  
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 2,640,000  
(b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ 915,000  
(c) NET CITY'S COST: \$ 1,725,000

NO. OF PERSON  
YEARS CREATED

6. (a) YEAR OF EXPENDITURE - 1990 \$                        
- 1991 \$                        
- 1992 \$ 390 6  
- 1993 \$ 420 6  
- 1994 \$ 445 6  
- 1995 & after \$ 470 6  
(b) TOTAL NUMBER OF PERSON YEARS CREATED: 30

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL  
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL  
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Slow down in subdivision developments would occur in  
the short run.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?  
NO ☐ YES ☒ - AT CITY'S COST OF \$ 1,092,000  
1991-1993 - SCHEDULED TO START IN THE YEAR 1991-1993

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date



210

LOCALS - CHURCH - 11/11/11





1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

- Owner's share of 1990 residential local improvements related  
to construction of roads, sidewalks and alleys on City  
initiative and petitions.

- NO. OF PERSON
- 
- YEARS CREATED

- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 5

- Backlog of now deficient works will increase and maintenance demand of works will increase.

- Date \_\_\_\_\_

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 210-30001
- (b) PROJECT NAME: 1990 Owner's Share of Local Industrial Subdivisions
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:  
Summary of owner's share of locals for private  
industrial subdivisions
4. (a) PROJECT STARTING DATE: 1990
- (b) PROJECT FINISHING DATE: 1991
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1990
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 950,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ -
- (c) NET CITY'S COST: \$ 950,000
6. (a) YEAR OF EXPENDITURE - 1990 \$ 950,000
- 1991 \$ -
- 1992 \$ -
- 1993 \$ -
- 1994 \$ -
- 1995 & after \$ -
- (b) TOTAL NUMBER OF PERSON YEARS CREATED: 17
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:  
Delay in creating and marketing industrial lots
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
- NO ☐ YES ☒ - AT CITY'S COST OF \$ 910,000
- SCHEDULED TO START IN THE YEAR 1989

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Date

Signature of C.A.O.  
(for Executive Committee)

Date



1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

- NO. OF PERSON  
YEARS CREATED

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: \_\_\_\_\_ NIL

8. ADDITIONAL ANNUAL OPERATING COST: \$ \_\_\_\_\_ NIL

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT: \_\_\_\_\_

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

NO ☐ YES ☒ - AT CITY'S COST OF \$ 1,184,000

- SCHEDULED TO START IN THE YEAR 1991-1993

Date \_\_\_\_\_

City of Hamilton  
Treasury

1990-1994 CAPITAL BUDGET  
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. (a) PROJECT NUMBER: 210-31001
- (b) PROJECT NAME: 1991-1992 Program - Owner's Share of Municipal Services for Industrial Subdivisions
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

Summary of owner's share of locals for private industrial subdivisions

4. (a) PROJECT STARTING DATE: 1991
- (b) PROJECT FINISHING DATE: 1992
- (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991
5. (a) GROSS COST OF PROJECT  
IN YEAR-OF-START DOLLARS: \$ 2,070,000
- (b) LESS SUBSIDIES AND OTHER RECEIPTS: \$ -
- (c) NET CITY'S COST: \$ 2,070,000

NO. OF PERSON  
YEARS CREATED

- |   |                |    |                  |           |
|---|----------------|----|------------------|-----------|
| 6. (a) YEAR OF EXPENDITURE                | - 1990         | \$ | <u>1,000,000</u> | <u>17</u> |
|   | - 1991         | \$ | <u>1,070,000</u> | <u>17</u> |
|   | - 1992         | \$ |                  |           |
|   | - 1993         | \$ |                  |           |
|   | - 1994         | \$ |                  |           |
|   | - 1995 & after | \$ |                  |           |
| (b) TOTAL NUMBER OF PERSON YEARS CREATED: |                |    |                  | <u>34</u> |

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: \$ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Delay in creating and marketing industrial lots

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

NO ☒ YES ☐ - AT CITY'S COST OF \$ \_\_\_\_\_  
- SCHEDULED TO START IN THE YEAR \_\_\_\_\_

Signature of Department Head/Local  
Board Manager  
(for Standing Committee)

Signature of C.A.O.  
(for Executive Committee)

Date

Date

FOR ACTION

33.

REPORT TO: MR. R.C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G.S. SPENCER  
COMMISSIONER OF ENGINEERING

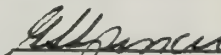
DATE: 29 November 1989  
COMM FILE:  
DEPT FILE: S701-59  
Id Jackie

SUBJECT

Anchor Road Industrial Park  
Construction of Roads

RECOMMENDATION

That A.J. Clarke and Associates be retained by the City to design and administer the construction of roads within Anchor Road Industrial Park subdivision at an estimated cost of \$20,000, and the Co-ordinating Committee be requested to recommend the method of financing.

  
G.S. Spencer  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Sufficient funds are available and provided within the account, City's Share of Municipal Services for Industrial Subdivisions. A substantial portion of this expense will be recovered from abutting owners once the works have been rated.

BACKGROUND

The developer of Anchor Road Industrial Park has received draft plan approval to proceed with the industrial subdivision located north of Rymal Road and east of Dartnall Road.

Under the City's existing policy, the roads and curbs are installed by the City and the costs assessed against the abutting owners under the provisions of the Local Improvement Act.

As A.J. Clarke and Associates are providing the design and inspection services for the Regional sewer and water services, it would be expedient for this firm to also co-ordinate the installation of the City's services. As this work is rateable to the abutting owners, a substantial portion will be borne by the subdivider in any event.

Once the design has been completed and the breakdown of costs estimated, a report will be submitted to your Committee recommending the initiation of these works.

Cont'd .....



-Page 2-

November 29, 1989

Anchor Road Industrial Park  
Construction of Roads

Cont'd .....

The preliminary estimate of these works is \$255,000 and the design and inspection fee of 7% payable to A.J. Clarke would be \$17,500. As these are only preliminary, the actual fee, to be based on tendered prices, should be estimated at \$20,000 for the purposes of issuing a purchase order.

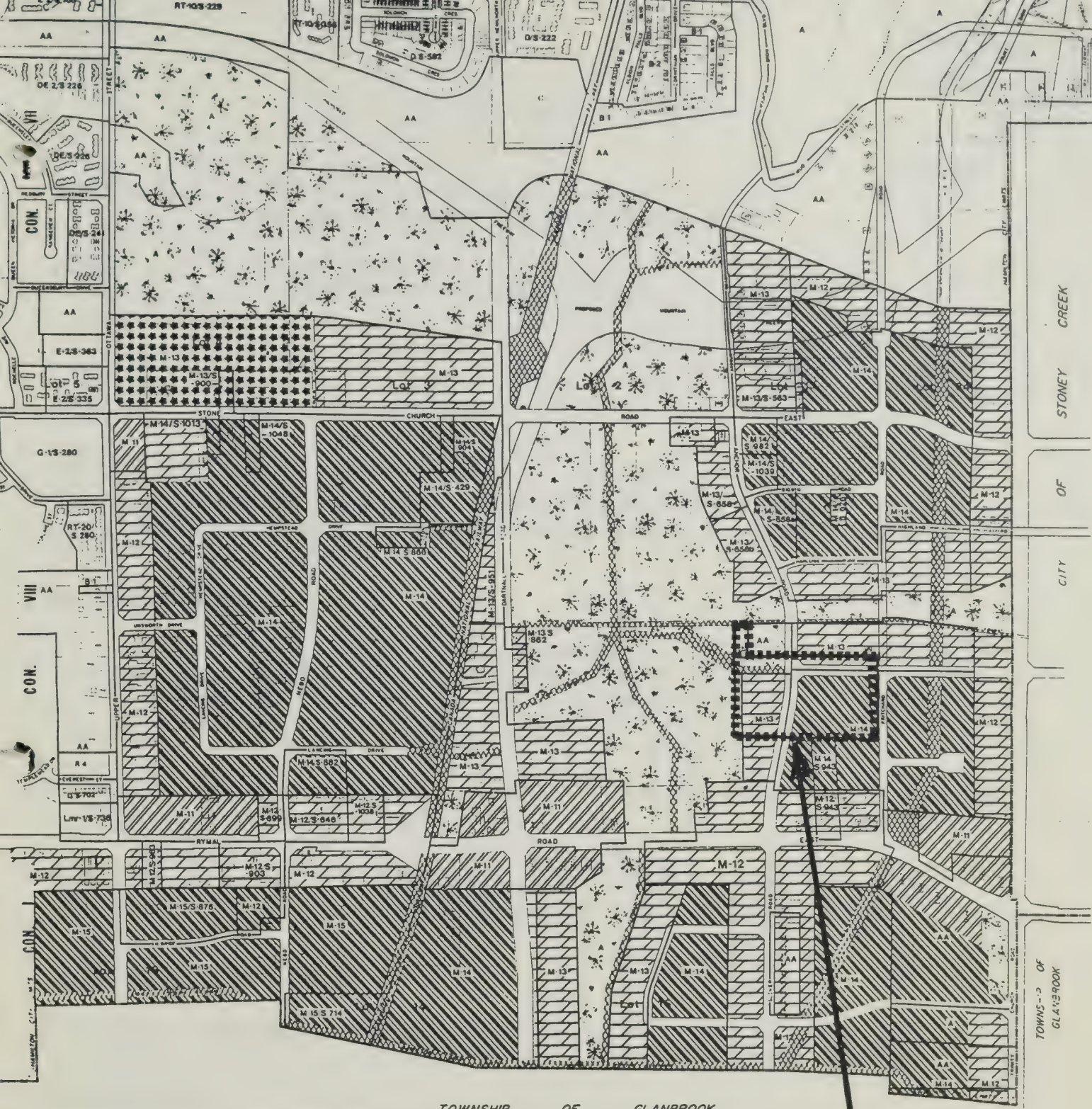
GA:ja

cc: Treasury Department

Att: G. Keith

cc: Clerks Department







Att: J. Schatz





ANCHOR ROAD INDUSTRIAL PARK

NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

### LAND USE

-  RESTRICTED COMMERCIAL (M - 11)
-  RESTRICTED INDUS. - COMM. (M - 12 & M - 13)
-  RESTRICTED INDUSTRIAL (M - 14 & M - 15)
-  OPEN SPACE & RECREATIONAL
-  UTILITIES
-  MULTICENTRE

-  Neighbourhood Boundary
-  Zoning Boundary

Approval  
Planning Committee OCT. 14, 1971 Council NOV. 30, 1971  
Latest Revision Date

CITY OF HAMILTON  
PLANNING DEPARTMENT

MOUNTAIN INDUSTRIAL AREA

APPROVED PLAN







F O R   A C T I O N

34.

REPORT TO:      MR. R. C. PROWSE, SECRETARY  
                    TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           G. S. SPENCER  
                    COMMISSIONER OF ENGINEERING

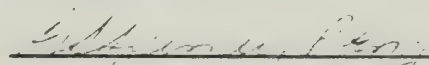
DATE: 1989 November 28  
COMM FILE:  
DEPT. FILE: 800-89  
ID# darlene

SUBJECT

Reconstruction of East 23rd Street from Fennell Avenue to the south leg of MacLennan Avenue and resurfacing of East 23rd Street from MacLennan Avenue to 75m southerly.

RECOMMENDATION

- a) That the Commissioner of Engineering be authorized and directed to reconstruct East 23rd Street from Fennell Avenue to the south leg of MacLennan Avenue in 1989 in conjunction with the ongoing sewer construction at a cost of \$72,000, and resurfacing of East 23rd Street from MacLennan Avenue 75 m southerly at a cost of \$10,000.
- b) That the Co-Ordinating Committee recommend a source of funding for the work.

  
\_\_\_\_\_  
G. S. Spencer, P. Eng.  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

BACKGROUND

The construction of a storm sewer (Contract 389-12) is being undertaken by the Region on East 23rd Street. The contract includes the restoration of the pavement over the width of the cut at a cost of \$18,000.00.

Continued ...

-Page 2-

1989 November 28

Continued ...

The pavement on East 23rd Street is structurally deficient and was scheduled for full reconstruction in 1992. The construction activity has accelerated the need for complete reconstruction.

By recommending that the roadway reconstruction be advanced to 1989, an \$18,000.00 savings and significantly less disruption to area residents could be achieved.

Funding of the works may be done from residual funds in the 1989 Road and Sidewalk Reconstruction Program.

TS:dh

cc: D. Y. Onishi, Director  
Engineering Services

cc: J. Schatz, Secretary  
Co-ordinating Committee

cc: E. C. Matthews  
City Treasury

F O R   A C T I O N

35.

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           G. S. SPENCER,  
                  COMMISSIONER OF ENGINEERING

DATE: 22 November, 1989  
COMM FILE: 3-11.9.3  
DEPT FILE: T103-03(262)  
ID#brenda

SUBJECT:

Proposed Alley Closure: First East/West Alleyway south of  
Concession Street from East 38th Street to the North/South Alley

RECOMMENDATIONS:

- (a)   i.   That the City Solicitor be authorized and directed to make an application to the District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop up and close the First East/West Alleyway south of Concession Street from East 38th Street to the North/South alley.
- ii.   That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- iii.   That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- iv.   That the Applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- v.   That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.

Cont'd...



Proposed Alley Closure: First East/West Alleyway south of Concession Street from East 38th Street to the North/South Alley

Cont'd...

- vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

- (b) i. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
- ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

G. S. Spencer  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The present alley system in the block surrounded by East 38th Street, Concession Street, East 39th Street and Crocket Street. Parts of the subject alley have been blocked off by the abutting residents, and we have received a request for closure from one of the abutting owners Marc and Carol Corrin, for a complete closure of the west leg of the East/West alley as shown on the attached drawing.

Circularization to the abutting owners is now complete and the results are as follows:

Circularized 41

In Favour 8

Opposed 0

No response 33

We have circulated a notice of closure to the affected municipal departments and public utilities, and no objections to this request were received.

Cont'd.....

-Page 3-

November 22, 1989

Proposed Alley Closure: First East/West Alleyway south of Concession Street from East 38th Street to the North/South Alley

Cont'd.....

The Building Department has informed us that house No. 930 Concession Street was built in 1900 prior to the City of Hamilton Zoning By-Law and is a legal non-conforming dwelling which does not provide parking as now required by the By-Law. The legal closure of the alley will prevent the possibility of providing parking on the lot in the future unless the house is demolished; however, no objections were received from the owner. As the property is presently zoned only for single family use, the probability of requiring the use of the alley is remote.

The parking and access for No. 934 Concession Street will not be affected by this closure as this property also abuts the remainder of the alley to the east.

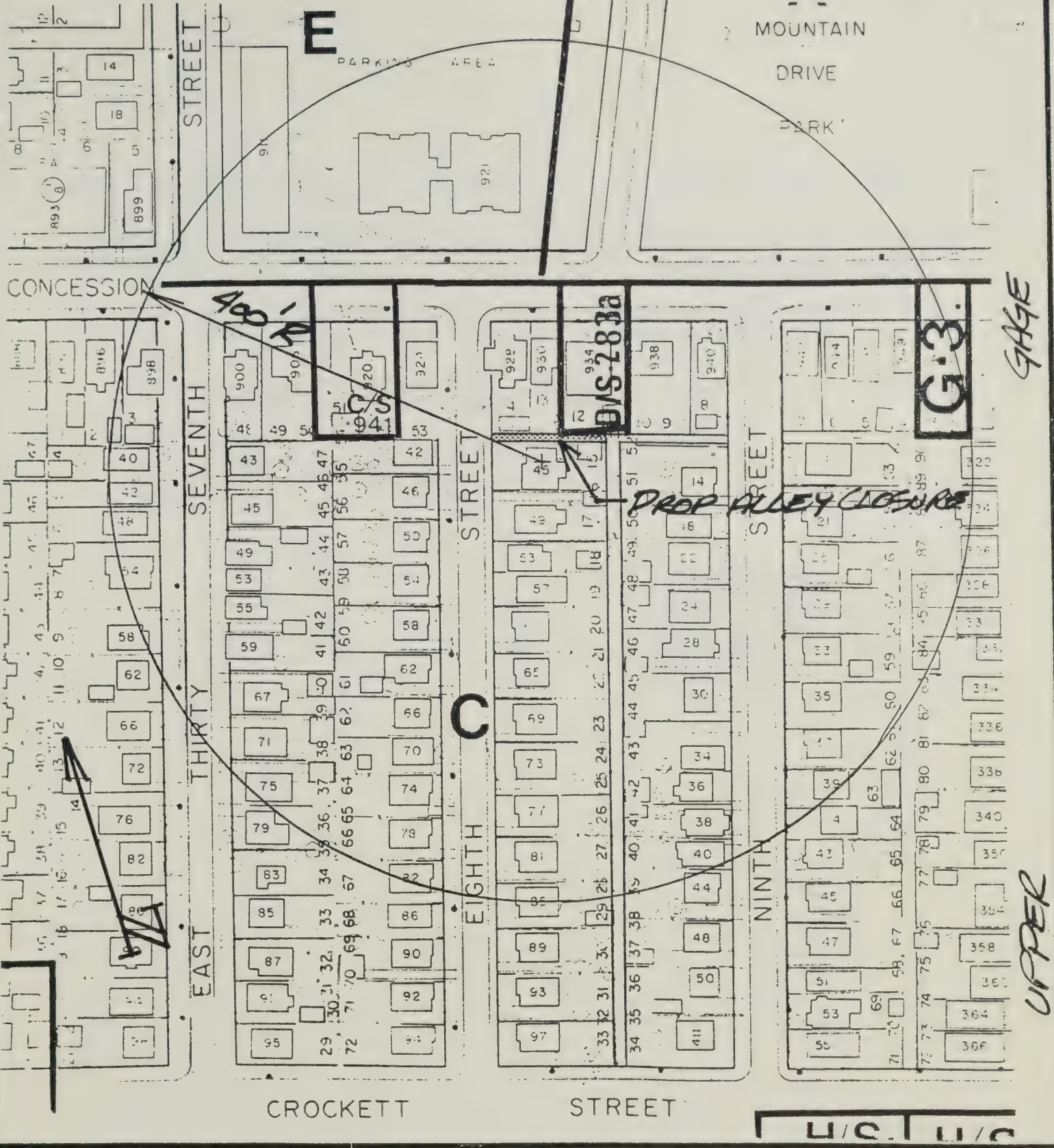
Since the Transport and Environment Committee has received an application from an abutting owner to close the west leg of the East/West alley, and since the requested area is effectively blocked off to vehicular traffic, we have no objection to this closure request.

JKC:bm  
Encl.


cc: L. Lawrence, City Solicitor's Department  
cc: Alderman John Gallagher  
cc: Alderman H. Merling







# LOCATION OF PROPOSED ALLEY CLOSURE


 PROP. ALLEY CLOSURE



COMMENTS CONCERNING THE PROPOSED ROAD ALLOWANCE CLOSURE NOTED BELOW WERE PREVIOUSLY REQUESTED FROM YOU.

AS THE ANALYSIS OF THE PROPOSAL IS NOW COMPLETE THE TRANSPORT AND ENVIRONMENT COMMITTEE WILL MAKE A RECOMMENDATION TO CITY COUNCIL CONCERNING THE PROPOSAL AT THE COMMITTEE MEETING TO BE HELD AS INDICATED IN THE BOX IN THE LOWER RIGHT CORNER OF THIS NOTICE.

THE MEETING IS OPEN TO THE PUBLIC AND YOU MAY MAKE VERBAL OR WRITTEN SUBMISSIONS TO THE COMMITTEE AT THAT TIME

PROPOSED ROAD ALLOWANCE CLOSURE - EAST/WEST ALLEY FROM EAST 38TH STREET TO NORTH/SOUTH ALLEY

\*\*\*\*\*  
\*MEETING DATE \*  
\*MONDAY DECEMBER 4, 1989\*  
\*3:00 O'CLOCK PM \*  
\*ROOM 233 CITY HALL \*  
\*HAMILTON \*  
\*\*\*\*\*





F O R   A C T I O N

36.

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            G. S. SPENCER,  
                 COMMISSIONER OF ENGINEERING

DATE: 20 November, 1989  
COMM FILE: 3-11.9.3  
DEPT FILE: T103-03(237)  
ID#brenda

SUBJECT:

Road Allowance Closure: Holland Avenue at the Rear of  
560 to 596 Stonechurch Road East

RECOMMENDATIONS:

(a)    Rescind of By-Law Approval

That Section 20 of the 2nd Report of the Transport and Environment Committee adopted by City Council on January 31, 1989, directing the City Solicitor to prepare a By-Law to stop-up, close and sell the unopened road allowance of Holland Avenue at the rear of 560 to 596 Stonechurch Road East be rescinded.

(b)    Closure by Judge's Order

- i.    That the City Solicitor be authorized and directed to make an application to the District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the unopened road allowance of Holland Avenue. The portions of Holland Avenue to be closed are more particularly described as parts 2, 3, 6, 7, 8, 9, 10, 11, 15, 16, 17, 18, 19, 22, 23, 26, 27, 30, 31, 34, 35 and 38 on the plan prepared by MacKay, MacKay and Peters Ltd., No. S-7123. Parts 7,8,9,10 and 11 on the said plan will be retained.
- ii.   That the Commissioner of Engineering be authorized to sign an affidavit setting out that no public funds have been expended on the road allowance to be closed.
- iii.   That documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- iv.   That the Applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be

Cont'd .....

November 20, 1989

Road Allowance Closure: Holland Avenue at the Rear of  
560 to 596 Stonechurch Road East

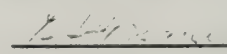
Cont'd...

distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

- v. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.
- vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners; and,

Provided the Judge's Order to close the highway is granted:

- (c) i. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
- ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

  
\_\_\_\_\_  
G.S. Spencer  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Thomas D'Angelo Solicitor on behalf of Salvatore Aquino to close the unopened road allowance of Holland Avenue at the rear of 560 to 596 Stone Church Road East, Hamilton. The lands in question are proposed to be used in conjunction with the development of the applicant's land to the south.

Cont'd.....



-Page 3-

November 20, 1989

Road Allowance Closure: Holland Avenue at the Rear of  
560 to 596 Stonechurch Road East

Cont'd...

On January 31, 1989, staff recommended that the closure be approved and closed by By-Law. This recommendation was approved by your Committee and subsequently by City Council. Since that time, however, further research has indicated that the road allowance should be closed by Judge's Order and, therefore, the previous Council approval should be rescinded.

Circularization was sent to the abutting property owners and the results were as follows:

Notices Sent Out - 12

In Favour 1

Opposed 2

No Response 9

Of the two opposed residents, Fiannoulla Mouskos of 586 Stonechurch Road East gave no reason, and Mrs. Jeanette Little of 570 Stonechurch Road East felt that the proposed closure would cause a new road to be built through the centre of her property. In fact, the City has previously given approval for the expropriation of the lands required to establish a new east-west roadway just north of Holland Avenue, in accordance with the approved neighbourhood plan.

There were no objections from any municipal departments or utility companies. The Planning and Development Department has advised that the proposal conforms to the approved neighbourhood plan.

A circularization has been sent to the area residents informing them of the time and date of the Transport and Environment Committee meeting, allowing them the opportunity to present either written or verbal submissions to the Committee.

JKC:bm

Encl.

cc: L. Lawrence, City Solicitor's Department  
cc: Alderman John Gallagher  
cc: Alderman H. Merling



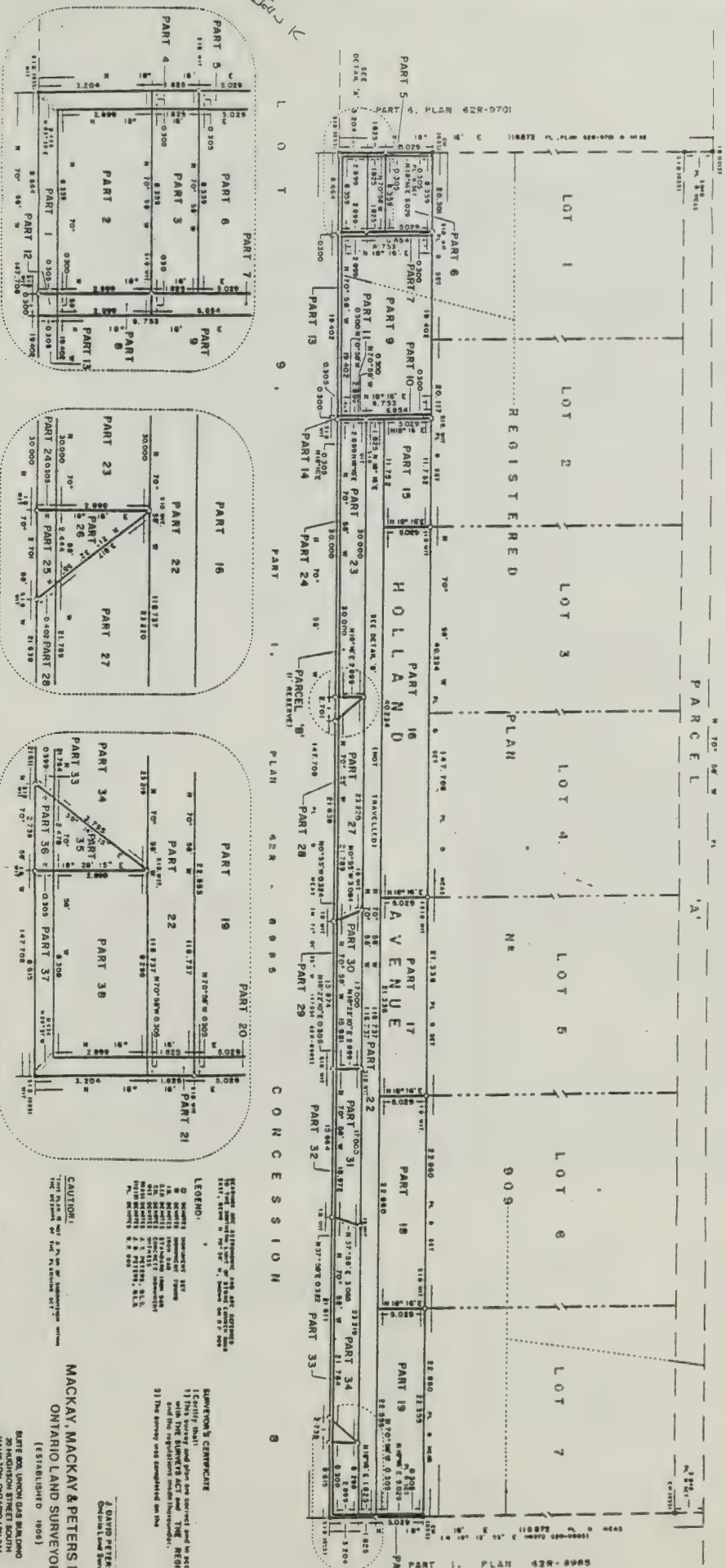
PLAN OF SURVEY  
 HOLLAND AVENUE  
 PARCEL 'B' 1<sup>st</sup> RESERVE  
 REGISTERED PLAN NO 909  
 CITY OF HAMILTON  
 MUNICIPALITY OF HAMILTON  
 SCALE 1" = 200'



METRIC  
 DISTANCE IN METERS  
 1 METRE = 3.28084 FEET  
 1 KILOMETRE = 0.621371 MILES

Lot	Area (sq. ft.)	Area (sq. m.)	Area (ac.)
LOT 1	10,000.00	929.03	0.21
LOT 2	10,000.00	929.03	0.21
LOT 3	10,000.00	929.03	0.21
LOT 4	10,000.00	929.03	0.21
LOT 5	10,000.00	929.03	0.21
LOT 6	10,000.00	929.03	0.21
LOT 7	10,000.00	929.03	0.21
LOT 8	10,000.00	929.03	0.21
LOT 9	10,000.00	929.03	0.21
LOT 10	10,000.00	929.03	0.21
LOT 11	10,000.00	929.03	0.21
LOT 12	10,000.00	929.03	0.21
LOT 13	10,000.00	929.03	0.21
LOT 14	10,000.00	929.03	0.21
LOT 15	10,000.00	929.03	0.21
LOT 16	10,000.00	929.03	0.21
LOT 17	10,000.00	929.03	0.21
LOT 18	10,000.00	929.03	0.21
LOT 19	10,000.00	929.03	0.21
LOT 20	10,000.00	929.03	0.21
LOT 21	10,000.00	929.03	0.21
LOT 22	10,000.00	929.03	0.21
LOT 23	10,000.00	929.03	0.21
LOT 24	10,000.00	929.03	0.21
LOT 25	10,000.00	929.03	0.21
LOT 26	10,000.00	929.03	0.21
LOT 27	10,000.00	929.03	0.21
LOT 28	10,000.00	929.03	0.21
LOT 29	10,000.00	929.03	0.21
LOT 30	10,000.00	929.03	0.21
LOT 31	10,000.00	929.03	0.21
LOT 32	10,000.00	929.03	0.21
LOT 33	10,000.00	929.03	0.21
LOT 34	10,000.00	929.03	0.21
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LOT 36	10,000.00	929.03	0.21
LOT 37	10,000.00	929.03	0.21
LOT 38	10,000.00	929.03	0.21
LOT 39	10,000.00	929.03	0.21
LOT 40	10,000.00	929.03	0.21
LOT 41	10,000.00	929.03	0.21
LOT 42	10,000.00	929.03	0.21
LOT 43	10,000.00	929.03	0.21
LOT 44	10,000.00	929.03	0.21
LOT 45	10,000.00	929.03	0.21
LOT 46	10,000.00	929.03	0.21
LOT 47	10,000.00	929.03	0.21
LOT 48	10,000.00	929.03	0.21
LOT 49	10,000.00	929.03	0.21
LOT 50	10,000.00	929.03	0.21

STONE CHURCH ROAD AND EAST CONCESSIONS



PLAN NO S-7125

DATE OF SURVEY: 1980  
 SURVEYOR: MACKAY, MACKAY & PETERS LIMITED  
 (ESTABLISHED 1905)

20 HARRISON STREET SOUTH  
 HAMILTON, ONTARIO L8N 2A1  
 TELEPHONE: (519) 525-1271

CAUTION:  
 THIS PLAN IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR.

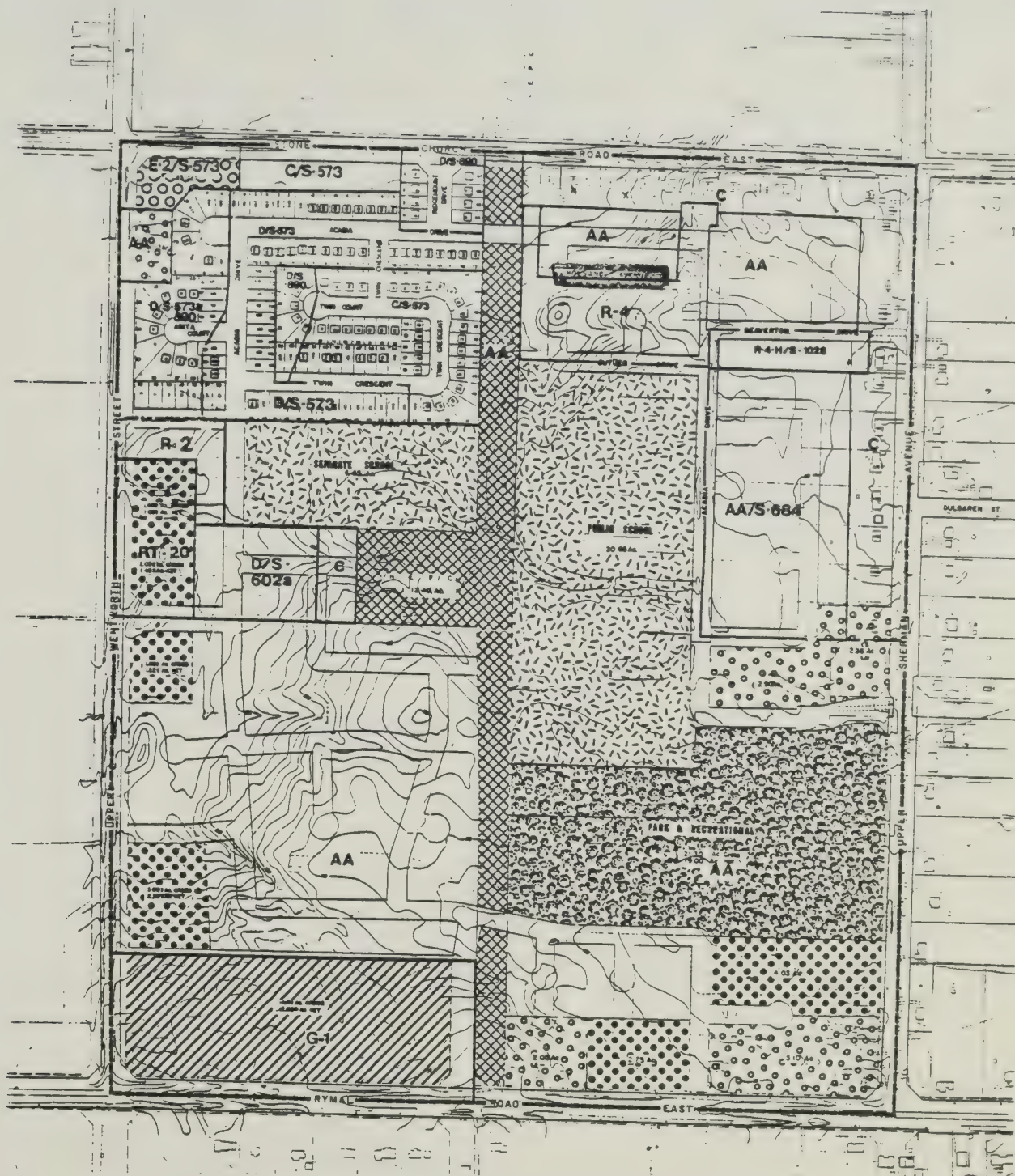
LEGEND:  
 1. BOUNDARY LINE  
 2. EASEMENT  
 3. RIGHT-OF-WAY  
 4. CONVEYANCE  
 5. RESERVATION  
 6. ENCUMBRANCE  
 7. INTEREST  
 8. COVENANT  
 9. CONDITION  
 10. OTHER

DATE OF SURVEY: 1980  
 SURVEYOR: MACKAY, MACKAY & PETERS LIMITED  
 (ESTABLISHED 1905)

20 HARRISON STREET SOUTH  
 HAMILTON, ONTARIO L8N 2A1  
 TELEPHONE: (519) 525-1271







NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

### LAND USE

- RESIDENTIAL**
- single & double
  - attached housing
  - low density apartments
  - medium density apartments
  - high density apartments
  - commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary

Approved

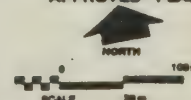
Planning Committee APRIL 28, 1978 Council JUN. 28, 1978

Latest Revision Date NOVEMBER 24, 1987

CITY OF HAMILTON  
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN



EXISTING POPULATION (1985) 100





COMMENTS CONCERNING THE PROPOSED ROAD ALLOWANCE CLOSURE NOTED  
BELOW WERE PREVIOUSLY REQUESTED FROM YOU

AS THE ANALYSIS IS NOW COMPLETE THE TRANSPORT AND ENVIRONMENT  
COMMITTEE WILL MAKE A RECOMMENDATION TO CITY COUNCIL CONCERNING  
THE PROPOSAL AT THE COMMITTEE MEETING TO BE HELD AS INDICATED  
IN THE BOX IN THE LOWER RIGHT HAND CORNER OF THIS NOTICE

THE MEETING IS OPEN TO THE PUBLIC AND YOU MAY MAKE VERBAL OR  
WRITTEN SUBMISSIONS TO THE COMMITTEE AT THAT TIME

PROPOSED ROAD ALLOWANCE CLOSURE  
UNOPENED ROAD ALLOWANCE OF HOLLAND ROAD  
AT THE REAR OF 560 TO 562 STONECHURCH ROAD EAST

\*\*\*\*\*  
\*MEETING DATE\*  
\*MONDAY DECEMBER 4 1989\*  
\*3:00 O'CLOCK PM\*  
\*ROOM 233 CITY HALL\*  
\* HAMILTON\*  
\*\*\*\*\*



37.

Moved by Alderman

Seconded by Alderman

RESOLVED:

That Section 18 of the SEVENTEENTH Report of the Transport and Environment Committee be reconsidered.

18. (a) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law;
- (b) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.



NOV 24 1989

# Dominic Agostino

**Alderman — Ward 5  
Regional Councillor**

City Hall, 71 Main Street West  
Hamilton, Ontario L8N 3T4  
Tel. 526-2733 • Res. 574-0179



1989 November 23

Mr. B. Prowse. Secretary.  
Transport & Environment Committee

Dear Bob:

Further to the Transport & Environment Committee meeting of November 20, 1989, this is to confirm that the committee will hear a delegation regarding Greenhill and it will deal with primarily the issues outlined in the attached letter.

Can you please confirm the above in writing and can we please have the delegation placed on the Transport and Environment Committee agenda at 4:00 o'clock p.m.

Sincerely,

A handwritten signature in cursive script that reads "Dominic".

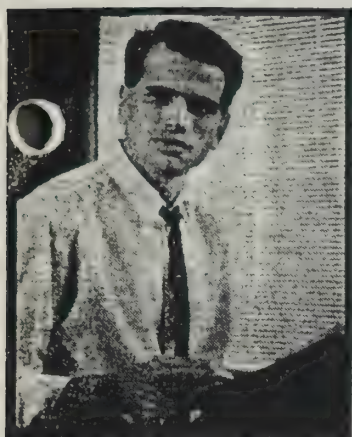
Dominic Agostino. Alderman,  
Ward 5

DA:tb

c.c. Henry Merling, Alderman.  
Ward 7

Mr. M. Main. Director.  
Traffic Services

Mr. M. Hazell.  
Traffic Department



# Dominic Agostino

Alderman — Ward 5  
Regional Councillor



City Hall, 71 Main Street West  
Hamilton, Ontario L8N 3T4  
Tel. 526-2733 • Res. 574-0179

1989 November 23

Dear Resident:

Further to my previous correspondence regarding Greenhill. I would like to advise you that the meeting to deal with this problem will be held on

MONDAY, DECEMBER 4, 1989 AT 4:00 O'CLOCK, P.M., IN ROOM 233, CITY HALL.

I, again, apologise for the confusion regarding the previous meeting. however it was beyond my control. At the meeting of December 4. we will deal with the following issues:

- 1) Three-way stop at the intersection of Greenhill and Summercrest
- 2) Issue of the painted median lines and the parking restrictions on Greenhill.
- 3) The issue of the parking around the area of the reservoir.

I hope to see you at the meeting. if you have any questions. please do not hesitate to contact me.

Your Alderman.

Dominic Agostino. Alderman.  
Ward 5

DA:tb

## FOR ACTION

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

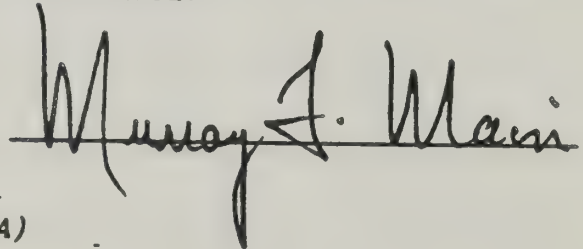
DATE: 1989 October 16  
COMM FILE:  
DEPT FILE: TEC-200(a)-89

SUBJECT:

Requests for stop signs on Greenhill Avenue.

RECOMMENDATIONS:

- (a) That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time; and
- (b) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law; and
- (c) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of stop signs at the five locations specified would result in increased motor vehicle operating costs in the order of \$300,000 per year.

BACKGROUND:

At the 1989 August 21 meeting, the Transport and Environment Committee tabled report TEC-200-89 respecting requests for stop signs on Greenhill Avenue, east of Quigley Road, so that further studies could be conducted in the vicinity of St. Anthony's of Padua School to assess the needs for measures to assist pedestrian crossings in this area of Greenhill Avenue.

Alderman Dominic Agostino has received petitions and letters which request stop signs on Greenhill Avenue at Summercrest Drive, Ambrose Avenue, Hildegard Drive, Monte Drive and Pavarotti Court. The purpose of the stop signs would be to



arbitrarily bring Greenhill Avenue traffic to a stop. The effect would be to frustrate motorists by requiring stops at minor intersecting residential streets, with the result that the control devices would be held in low regard by motorists and the violation rate would be very high.

Greenhill Avenue is designated in the City Official Plan as a "major road", with a right of way of 86 feet. It is presently constructed as a four lane roadway, and parking is prohibited on most of the length of the road end to end. Such parking as is permitted on the street was approved by previous Councils only until such time as Greenhill Avenue was opened to King Street, as is now the case.

The design of the Vincent, Gershome and Redhill Neighbourhoods is unique, since they are not basically bounded by and served by arterial streets around the perimeter of the Neighbourhoods, but rather, access is prohibited to the south by the presence of the escarpment and to the east by the presence of Highway No. 20 and the grade of the escarpment, and to the west by the presence of the Redhill Creek Valley. The development of these three Neighbourhoods is premised on the construction of the east-west/north-south transportation facility and specifically on the development of an interchange of this facility on Greenhill Avenue, such that Greenhill will serve as the arterial street for these three Neighbourhoods, in association with Quigley Road.

Because of the above considerations, Greenhill Avenue is in fact an arterial street which is vital to proper accessibility to the three Neighbourhoods. Therefore, intersection control should be governed by the same criteria which are relevant to other arterial streets in the City, which are for the most part Regional Roads. The criteria approved by the Regional Council permit the use of stop signs only at intersections with other arterial streets or major collector streets which will be controlled by traffic signals at future dates. With this in mind, four-way stop control has been in place at the intersection of Greenhill and Quigley for many years. One of the objectives of this policy is to attract traffic away from local residential streets, and to the arterial street.

Greenhill Avenue was opened between Quigley and King on 1989 July 21, and although sufficient time had not elapsed to allow traffic to stabilize such that a true indication of the volumes and speeds of traffic using the street could be obtained, traffic studies were conducted on 1989 August 11, and indicated that the daily traffic volumes on Greenhill Avenue in this area were approximately 3,975 vehicles per day just east of Quigley Road, and 4,500 vehicles per day south of King. Studies conducted during the second week in September indicate that the volumes have increased to approximately 4,400 vehicles per day just east of Quigley and 5,000 vehicles per day just south of King. Although these traffic volumes have increased marginally, pedestrians do not generally experience problems crossing the roadway until the volumes reach the area of 10,000 vehicles per day.

Recent pedestrian observations have confirmed that there are a considerable number of pedestrians crossing Greenhill in the area just east of Quigley (376 pedestrians during a 7-hour observation) and that the number of pedestrians crossing Greenhill in the area south of King are relatively light (only 58 during a 7-hour observation), but that the traffic volumes are not heavy enough to create a problem for pedestrians. Further, a school traffic officer has been

assigned to the intersection of Greenhill and Ambrose to assist children crossing during school hours. However, it is anticipated that the traffic volumes will not be heavy enough in the foreseeable future to require more than one lane of traffic on Greenhill in each direction, and therefore, it would be possible to paint a 16-foot wide centre median refuge in the area of the school to assist pedestrian crossings at all times of the day.

As previously noted, there is presently parking on the south side of Greenhill Avenue in the area between Quigley and Summercrest and this parking privilege was granted by previous City Councils until such time as Greenhill Avenue was connected to King Street. The painting of a centre refuge for pedestrians is conditional on the removal of parking on the south side of Greenhill in this area in order to provide a sufficient roadway width. Parking on this street is only a matter of convenience since all of the abutting homes have off-street parking available and since Greenhill is a "Through Street" such that parking is prohibited on the street overnight. Thus, rescinding the temporary parking privilege to provide for a painted median to assist pedestrians should not create any parking problems for area residents.

In summary, Greenhill Avenue is designated in the Official Plan and designed as a major arterial/collector road to serve the Vincent, Gershome and Redhill Neighbourhoods, because of the unique circumstances in the area. The volume of vehicular/pedestrian crossings at the locations where stop signs have been requested will always be extremely low, and the installation of stop signs at these locations would be completely arbitrary and ineffective in terms of effecting the speed or volume of traffic on Greenhill Avenue. The volume of traffic is presently very low at 4,400 to 5,000 vehicles per day, and the speed of traffic is normal for this type of street with an 85 percentile speed of just over 55 km/h. Therefore, it is recommended that Greenhill Avenue be permitted to perform its intended purpose as an arterial/collector street serving the Vincent, Gershome and Redhill Neighbourhoods, and, that the arbitrary use of stop signs requested by parochial interest, based on misconceptions about the use and effect of stop signs, be not approved. However, pedestrian crossing movements in the vicinity of the St. Anthony's of Padua School could be improved by the painting of a wide centre median, subject to removal of parking from the south side in this area, in accordance with the existing By-law provisions.

The Traffic Department will continue to monitor the traffic volumes and collision record on this section of roadway and recommend any improvement measures which may be necessitated.



FOR ACTION

38car

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport and Environment Committee

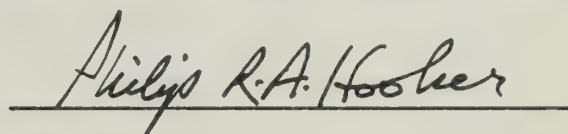
FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 21  
COMM FILE:  
DEPT FILE: 65-1/89.58

SUBJECT: By-law to Establish an Alley west of Wellington Street  
designated as Parts 1 and 2 on Plan 62R-10690

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 14th Report of the Transport & Environment Committee, Item 15, adopted by City Council on August 29, 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on August 29, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk

c.c. Mr. Paul Mallard, Planning Dept. (ZA-89-49)

c.c. Mr. M. Hazell, Traffic Dept.

:sr  
Att.





FOR ACTION

386

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker      DATE: 1989 November 20  
Acting City Solicitor      COMM FILE:  
DEPT FILE: 65-1/89.67

SUBJECT: By-law to Incorporate Reserve "A", Plan 970 into  
CHRISTOPHER DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 17th Report of the Transport & Environment Committee, Item 12(d), adopted by City Council on October 31, 1989.

*Philip R.A. Hooker*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Department  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson  
City Clerk

:sr  
Att.





FOR ACTION

38cc

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 20  
COMM FILE:  
DEPT FILE: 65-1/89.70

SUBJECT: By-law to Incorporate Part 4, Plan 62R-10444 into CHESTER  
AVENUE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 17th Report of the Transport & Environment Committee, Item 12(f), adopted by City Council on October 31, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

*Philip R. A. Hooker*

N/A

BACKGROUND:

City Council, on October 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Department  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson  
City Clerk

:sr  
Att.



FOR ACTION

38cd

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 20  
COMM FILE:  
DEPT FILE: 65-1/89.72

SUBJECT: By-law to Incorporate Block 24, Plan 62M-409 into BENEMAR  
COURT

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 17th Report of the Transport & Environment Committee, Item 12(h), adopted by City Council on October 31, 1989.

*Philip R.A. Hooker*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Department  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson  
City Clerk

:sr  
Att.





FOR ACTION

38(c)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 20  
COMM FILE:  
DEPT FILE: 65-1/89.71

SUBJECT: By-law to Incorporate Block 18, Plan 62M-382 into CHARING  
DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 17th Report of the Transport & Environment Committee, Item 12(g), adopted by City Council on October 31, 1989.

*Philip R.A. Hooker*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Department  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson  
City Clerk

:sr  
Att.





FOR ACTION

38 (f)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 20  
COMM FILE:  
DEPT FILE: 65-1/89.69

SUBJECT: By-law to Incorporate Block 116, Plan 62M-528 and Block  
23, Plan 62M-409 into RUSHDALE DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 17th Report of the Transport & Environment Committee, Item 12(e) and (i), adopted by City Council on October 31, 1989.

*Philip R. A. Hooker*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Department  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson  
City Clerk

:sr  
Att.



FOR ACTION

38c9

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 20  
COMM FILE:  
DEPT FILE: 65-1/89.66

SUBJECT: By-law to Incorporate Reserve "B", Plan 970 into ALDERSON  
DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 17th Report of the Transport & Environment Committee, Item 12(c), adopted by City Council on October 31, 1989..

*Philip R. A. Hooker*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Department  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson  
City Clerk

:sr  
Att.





FOR ACTION

38cm

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 Nov. 24  
COMM FILE:  
DEPT. FILE: 65-3/89.7

SUBJECT:

By-law to close and retain a portion of Augusta Street designated as  
Parts 1 and 2 on Plan 62R-10660

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the  
authorization contained in the 14th Report of the Transport and Environment  
Committee, Item 16, adopted by City Council on August 29, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on August 29, 1989, directed the City Solicitor to prepare the  
by-law above referred to. Pursuant to s.301 of The Municipal Act, the Public  
Notice has been printed in The Spectator on Saturday, November 11, and  
November 18 and will be further published on November 25 and December 2, 1989.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk  
:sr  
Att.





FOR ACTION

38cin

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 27  
COMM FILE:  
DEPT FILE: 65-1/89.37

SUBJECT: By-law to Incorporate Block 111, Plan 62M-583 into  
ASHCROFT DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 4th Report of the Transport and Environment Committee, Item 15(f)(i), adopted by City Council on February 14, 1989.

*Philip R.A. Hooker*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on February 14, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Highridge Hills - Stage 2" be registered first. This has now been complied with.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk  
:sr  
Att.



FOR ACTION

384

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport and Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 20  
COMM FILE:  
DEPT FILE: 65-1/89.65

SUBJECT: By-law to Incorporate Reserve "A", Plan 878 into  
Malton Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 17th Report of the Transport & Environment Committee, Item 12(a), adopted by City Council on October 31, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk  
:sr  
Att.





FOR ACTION

38 (K)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker  
Acting City Solicitor

DATE: 1989 November 23  
COMM FILE:  
DEPT FILE: 65-1/89.38

SUBJECT: By-law to Incorporate Parts 1 and 3, Plan 62R-10608,  
Part 12, Plan 62R-9500 and Block 112, Plan 62M-583 into REXFORD DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 4th Report of the Transport and Environment Committee, Item 15(f)(ii)(iii)(iv), adopted by City Council on February 14, 1989.

*Philip R. A. Hooker*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on February 14, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Highridge Hills - Stage 2" be registered first. This has now been complied with.

c.c. Mr. G. S. Spencer, Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk  
:sr  
Att.





FOR ACTION

39.

REPORT TO: Mr. R. Prowse  
Secretary, Transport and Environment Committee

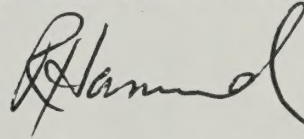
FROM: Mr. E. C. Matthews  
Treasurer

DATE: 1989 December 1  
COMM FILE:  
DEPT FILE:

SUBJECT: RELEASE OF HOLDBACK

RECOMMENDATION:

That total holdback in the amount of \$221,231.70 be released to Frid Construction Co Ltd. for the substantial performance of the contract, P.O. 3601, for the District Office & Utility Building at Rymal Road pending receipt by the Treasury Department of the standard release forms from the contractor and City Solicitor.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Contractor entitled to release of holdback on 46th day after total completion under the Construction Lien Act.

BACKGROUND:

The contract was approved by Council Oct. 25, 1988 for \$2,255,000.00. It was substantially performed on September 22, 1989 in the amount of \$2,212,317.00. The 45 day lien period expired November 7, 1989 and I am recommending release of these holdback monies at this time pending receipt of the necessary release forms by the Treasury.





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